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ANNUAL REPORT

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RAILROAD COMMISSIONER

OF MINNESOTA.

FOR THE YEAR ENDING JUNE 30, 1880.

TO THE GOVERNOR.

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ST. PETER :  
J. K. MOORE, STATE PRINTER.  
1881.

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(Vol. 2.)

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# REPORT.

OFFICE OF STATE RAILROAD COMMISSIONER, }  
ST. PAUL, January, 1881. }

*Honorable John S. Pillsbury, Governor:*

SIR: I respectfully submit the tenth annual report from this office, giving information of the business, condition and operation of the railroads of the State for the year ending June 30, 1880. The many changes in organization and ownership of lines of railroads have occasioned great delay in the transmission of reports from the companies, which, in turn, has caused delay in getting my report ready.

The revival of business prosperity which had a marked beginning in 1879, as was shown in my last report, continued to swell the railroad traffic of the year now reported. The increase of construction of new roads, however, shows a falling off in 1880. This is accounted for by the fact that the long trunk lines that had been progressing for years, were all finished by the close of 1879. The first era of railroad development in the State was thus completed with the system of trunk lines. We stood in 1880 at the beginning of the second era of railroad development, the construction of branch and intermediate lines, upon which we have yet hardly entered. The new construction in 1879 was 436.54 miles; in 1880, 113.55 miles, making the total length of railroad in operation within the State on the First of January, 1881, 3,099.59 miles. There was, in addition, graded and partly ironed, but not operated, 46.86 miles.

There has been a gratifying increase of State revenue from the railroads. For 1878, it was \$200,171, and for 1879 the very large sum of \$249,354. One of the most important duties of this office,



under the law, is to see that full and accurate returns are made of the gross earnings of the railroads on which this State revenue is based. Many questions have arisen, mentioned in the earlier reports, from which very great gains were secured to the State. One has developed in the last year with the St. Paul, Minneapolis and Manitoba company in respect to returning for taxation the rental of forty thousand dollars per year, which the Northern Pacific company pays the former for joint use of track from St. Paul to Sauk Rapids. The Manitoba company claiming that this rental is not a part of its gross earnings subject to taxation, in the meaning of the law, the same as earnings from freight and passenger traffic. The question will be taken to the supreme court for adjudication, if the railway company does not yield to the views of the Commissioner that this rental is a part of the gross earnings subject to taxation.

#### STOCK AND DEBT.

The total stock of the lines of railroad in Minnesota is reported at \$51,778,144. The total debt is \$48,391,388. The average stock and debt per mile of road, \$33,532.

#### EARNINGS.

The gross earnings of all the roads for the year ending June 30, 1879, were \$8,047,834; operating expenses \$5,106,422; net earnings \$2,941,412. For year ending June 30, 1880, the gross earnings were \$10,774,826; the operating expenses \$6,604,400; and the net earnings \$4,170,425.

#### FREIGHT.

The movement of freight of all kinds in reported year 1880 was 3,934,380 tons, against 2,893,940 tons in reported year 1879, showing an increase of traffic of nearly one third.

The grain carried in reported year 1880 was 1,056,859 tons.

#### PASSENGERS.

The passengers carried in the year ending June 30, 1880, were 1,934,406, against the number of 1,809,380 in corresponding year 1879.

## LANDS.

The railroad lands sold in the year ending June 30, 1880, amounted to 506,951 acres ; and the receipts on account of lands, \$1,175,368; while for corresponding year ending 1879, the lands sold were 710,505 acres, and the receipts \$3,046,130.

## RATES.

The tendency to lower rates for freight and passengers on the railroads of the State keeps pace in some degree with the increase of business. A very important change has been effected in the classification of freights. The Chicago, Milwaukee & St. Paul and the Chicago & Northwestern companies which operate more than 1,200 miles in this State have at my solicitation adopted locally in Minnesota what is known as the "Revised joint classification" of freight, in place of the former Minnesota classification. This change removes a long-standing complaint on the part of wholesale dealers and shippers in Minnesota, who under the former classification were at a disadvantage compared with Chicago shippers. There is now one uniform classification on these roads for all freights from points in Minnesota the same as from Chicago and Milwaukee. The Omaha system of roads has already adopted this classification, and I trust the remaining railroads of this State will do so.

## FUEL SCARCITY.

An alarming scarcity of fuel in the western and southwestern parts of the State, was developed by the unusually early winter. Great complaint was made of the railroads on this account. The manifest causes were a large increase in population and demand for fuel, with the setting in of winter a month earlier than usual. Several mild winters just past, had lulled the railroads and the people into a feeling of security that every day could be depended on for its own supply of fuel. Heavy storms the middle of October blockaded for many days most of the prairie railroads. Winter came permanently in November, and has continued with great severity and frequent storms and snow blockades. The railroad officials exerted themselves to get fuel to the frontier, but the elements often baffled their efforts, and much suffering and complaint was occasioned ; even the railroads had to suspend trains for want of fuel. A prudent foresight on the part of the railroads

and the people would have prevented the evil. The experience, now dearly earned, will no doubt prevent a recurrence of like trouble ; yet the problem of an abundant and cheap supply of fuel to the treeless regions of the State, is a very grave one, and demands the thoughtful consideration of the legislature.

#### THE TRUE POLICY OF THE STATE.

I have believed it was the true policy of our State to give assurance of security and fair treatment to capital that might seek investment in railroads. The multiplication of roads and competing lines is the chief remedy for high rates. This policy has been maintained by the legislature, and has secured the grand system that we now have of over three thousand miles of railroad, giving the State a revenue of nearly three hundred thousand dollars a year. It is but to continue it, to insure branches and intermediate lines that shall bring railroad facilities within short haul of every farmer in the State, and with the competition of rival systems of roads, the minimum rates of transportation will be secured.

W. R. MARSHALL, Railroad Commissioner.

## The Railroads of Minnesota, with Termini and Lengths in this State on June 30, and on December 31, 1880.

Name of Road.		June 30, 1880.		December 31, 1880.	
		From.	To.	From.	To.
Chicago, Milwaukee & St. Paul.	River Division.	La Crescent.	St. Paul.	La Crescent.	St. Paul.
	Short Line.	St. Paul.	St. Paul.	St. Paul.	St. Paul.
	Iowa & Minnesota Division.	St. Paul.	Iowa Line (LeRoy).	St. Paul.	Iowa Line (LeRoy).
	Iowa & Minnesota Division.	St. Paul Junction.	St. Paul.	St. Paul Junction.	St. Paul.
	Iowa & Minnesota Division.	Austin.	St. Paul.	Austin.	St. Paul.
	Hastings & Dakota Division.	Hastings.	Iowa Line (Lyle).	Hastings.	Iowa Line (Lyle).
	Wabasha Division.	Wabasha.	Ortonville.	Wabasha.	Ortonville.
	Central Railroad of Minnesota.	Wabasha.	Zumbrota.	Wabasha.	Zumbrota.
	Central Railroad of Minnesota.	Grand Crossing.	Dakota Line.	Grand Crossing.	Dakota Line.
	Chicago, Clinton, Dubuque & Minnesota.	Mankato.	Wells.	Mankato.	Wells.
	Chicago, Clinton, Dubuque & Minnesota.	Iowa Line.	La Crescent.	Iowa Line.	La Crescent.
	Caledonia, Mississippi & Western.	C. C. D. & M. Junction.	Preston.	C. C. D. & M. Junction.	Preston.
St. Paul & Sioux City Railroad.	St. Paul & Sioux City.	St. Paul.	St. James.	St. Paul.	St. James.
	Sioux City & St. Paul.	St. James.	Iowa Line.	St. James.	Iowa Line.
	Worthington & Sioux Falls.	Near Worthington.	Dakota Line.	Near Worthington.	Dakota Line.
	Blue Earth City Branch.	Lake Crystal.	Blue Earth City.	Lake Crystal.	Blue Earth City.
	Rock River Branch.	Laverne.	Iowa Line.	Laverne.	Iowa Line.
	Minnesota & Black Hills.	Heron Lake.	Woodstock.	Heron Lake.	Woodstock.
	St. Paul, Stillwater & Taylor's Falls.	St. Paul.	Stillwater.	St. Paul.	Stillwater.
	St. Paul, Stillwater & Taylor's Falls.	Stillwater Junction.	Lake St. Croix.	Stillwater Junction.	Lake St. Croix.
	St. Paul, Stillwater & Taylor's Falls.	Stillwater.	South Stillwater.	Stillwater.	South Stillwater.
St. Paul, Minneapolis & Manitoba Railway.	Main Line.	Minneapolis Junction.	Breckenridge.	Minneapolis Junction.	Breckenridge.
	Branch Line.	St. Paul.	Sauk Rapids.	St. Paul.	Sauk Rapids.
	St. Vincent Extension.	St. Paul.	St. Vincent and N. Boundary.	St. Paul.	St. Vincent and N. Boundary.
	Red River & Manitoba.	Breckenridge.	Barnesville.	Breckenridge.	Barnesville.
	Red River Valley.	Crookston Junction.	Grand Forks.	Crookston Junction.	Grand Forks.
	Branch.	Barnesville.	Grand Forks.	Barnesville.	Grand Forks.
	Branch.	Morris.	Moorhead.	Morris.	Moorhead.
	Branch.		Brown's Valley.		Brown's Valley.
		Miles.		Miles.	
		130.47		130.47	
		130.30		130.30	
		130.54		130.54	
		5.61		5.61	
		11.37		11.37	
		202.44		202.44	
		59.00		59.00	
		297.25		297.25	
		40.00		40.00	
		25.00		25.00	
		58.71		58.71	
		121.27		121.27	
		66.25		66.25	
		42.53		42.53	
		34.00		34.00	
		10.00		10.00	
		44.00		44.00	
		17.55		17.55	
		3.25		3.25	
		3.00		3.00	
		207.10		207.10	
		75.75		75.75	
		319.62		319.62	
		30.00		30.00	
		24.56		24.56	
		22.24		22.24	
		47.50		47.50	

*The Railroads of Minnesota, with Termini and Lengths in this State on June 30, 1880, and on Dec. 31, 1880.—Continued.*

Name of Road.	June 30, 1880.		December 31, 1880.	
	From.	To.	Miles.	Miles.
St. Paul & Duluth. { Stillwater & St. Paul. Duluth R. R. { Knife Falls Branch. Taylor's Falls & Lake Superior R. R. {	St. Paul. White Bear. Northern Pacific Junc. Wyoming	Duluth. Stillwater. Knife Falls. Taylor's Falls.	156.00 13.00 6.00 20.30	156.00 13.00 6.00 20.30
Northern Pacific R. R. { Western, or Brainerd Branch.	Northern Pacific Junc. Sauk Rapids.	Moorhead. Brainerd.	223.50 60.50	223.50 60.50
Minneapolis & St. Louis. St. Louis Ry. { Minneapolis & Duluth. Branch.	Minneapolis. Minneapolis. Albert Lea.	Albert Lea. White Bear. Iowa Line.	108.00 15.00 13.50	108.00 15.00 13.50
Winona & St. Peter. Winona, Mankato & New Ulm. Plainview. Chaffield. Rochester & Northern Minnesota. Minnesota Valley. Chicago & Dakota.	Winona. Mankato Junction. Plainview Junction. Chaffield Junction. Zumbrota. Redwood Falls. Sleepy Eye. Tracy.	Dakota Line. Mankato. Plainview. Chaffield. Zumbrota. Redwood Falls. Dakota Line.	288.50 3.75 15.01 11.46 24.48 24.40 46.38	288.50 3.75 15.01 11.46 24.48 24.40 46.38
Burlington, Cedar Rapids & Northern.	Iowa Line.	Albert Lea.	12.50	12.50
Total number of miles.			2,987.25	3,099.99

## Miles of Railroad in Minnesota at the close of each Year.

NAMES OF ROADS.	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
St. P., M. & M. (former St. P. & P. br'ch line)	10	27½	40	50	76	76	76	76	76	76	76	76	76	76	76	76	75.75	75.75	75.75
Winona & St. Peter	25	30	36	41	46	51	56	61	66	71	76	81	86	91	96	101	106	111	116
Chicago, Mil. & St. P. - I. & M. div.	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P. & S. C. (St. Paul-St. James, etc.)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Southern Minnesota	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P., M. & M. (former St. P. & P. main line)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. Paul & Duluth	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Chicago, Mil. & St. P. - H. & D. div.	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Chicago, Mil. & St. P. - River div.	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. Paul & St. Louis	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Northern Pacific	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Winona, Mankato & New Ulm	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P. & S. C. (St. James-Sioux City)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Minneapolis & Duluth	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Minneapolis & St. Louis	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P. & S. C. (St. P., Stillwater & T. F.)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Chicago, Clinton, Dubuque & Minnesota	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Northern Pacific—Bradford branch	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P., M. & M. (former St. Vincent Ext.)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Central of Minnesota	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P., M. & M. (Crookston-Grand Forks)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P. & S. C. (Worthington-Sioux Falls, etc.)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Minnesota Midland	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Burlington, Cedar Rapids & Northern	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
St. P., M. & M. (Breckendridge-Burnes, etc)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Plainview	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Chaffield	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Minnesota Valley	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Rochester & Northern Minnesota	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Chicago & Dakota	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Caledonia, Mississippi & Western	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Minnesota & Black Hills	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Taylor's Falls and Lake Superior	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190
Total number of miles built	10	56½	100	210	315	429	560	766	1092½	1560½	1900	1907½	1947½	1987½	1987	2199	2549.50	2986.04	3098.59
Number of miles built each year	10	46½	43½	110	106	114	131	206	328½	458	349½	7½	40	10	29½	212	350.50	436.54	113.55

*Earnings and Operating Expenses in Minnesota in the Year ending June 30, 1880.*

	GROSS EARNINGS BY CLASS AND PER MILE OPERATED.					OPERATING EXPENSES.				NET EARNINGS.		Miles Operated
	Freight.	Passengers.	Miscel.	Total.	Per Mile.	Total.	Per Mile.	Pr. Cl.	Total.	Per Mile.		
Chicago, Milwaukee & St. P.	\$1,341,140 25	\$665,761 64	\$126,698 10	\$2,133,499 99	\$3,634 58	\$1,352,494 48	\$2,304 08	63.00	\$781,005 51	\$1,330 50	587.00	
Southern Minnesota†	437,212 10	102,670 61	25,070 04	564,952 75	.....	334,190 75	.....	59.00	230,762 00	.....	262.00	
Central†	15,020 41	4,849 35	1,352 56	21,222 32	1,061 00	14,057 53	702 87	66.00	7,164 79	358 23	20.00	
Chicago, St. P. & M.	103,525 20	42,153 37	4,436 25	150,114 82	6,353 95	120,000 00	5,063 29	79.00	30,114 82	1,270 66	23.70	
St. Paul & Sioux City	653,509 67	223,748 82	103,766 92	981,025 41	.....	675,000 00	.....	.....	306,025 41	.....	293.00	
Northern Pacific	1,251,537 69	381,015 22	56,731 70	1,689,484 61	4,348 74	804,100 81	2,089 75	47.60	885,383 80	2,278 98	388.50	
St. P., M. & M.	2,064,711 78	672,047 91	176,348 55	2,913,108 24	4,471 20	1,300,512 82	1,862 48	44.33	1,632,595 42	2,488 72	656.00	
St. Paul & Duluth	481,992 38	96,420 50	25,031 07	603,443 95	3,446 25	515,287 86	2,844 50	85.00	88,156 09	503 75	175.00	
Winona & St. Peter	668,113 40	298,570 65	48,623 04	1,015,307 13	2,534 76	1,074,902 65	2,662 50	106.00	61,395 52	1,648 69	400.00	
Minneapolis & St. Louis	469,998 66	95,474 78	12,611 26	578,084 70	4,216 08	333,754 34	2,567 34	58.00	244,330 36	.....	130.00	
Burl., Cedar Rapids & North.	31,915 41	8,388 63	1,399 44	41,653 48	3,332 28	29,449 96	2,527 44	63.50	12,203 52	804 84	12.50	
C., C., D. & M.	25,026 54	12,610 06	1,837 63	39,574 23	.....	29,000 00	.....	.....	10,574 23	.....	24.90	
Cal., Miss. & Western	21,021 48	3,794 30	539 47	25,155 25	.....	21,649 71	.....	.....	3,506 54	.....	29.35	
Totals.	\$7,582,724 97	\$2,607,455 84	\$584,646 07	\$10,774,826 88	.....	\$6,604,400 91	.....	.....	4,170,425 97	.....	2,993.95	

† Southern Minnesota for ten months; balance included in Chicago, Milwaukee & St. Paul. The Central is for six months; July-October included in Southern Minnesota, and November-December in Chicago, Milwaukee & St. Paul.

‡ Includes the Sioux City & St. Paul, and the St. Paul, Stillwater & Taylors Falls.

*Tonnage Carried in Minnesota.*

Grain.	Other Agricultural prod.	Flour and Meal.	Provis- ions.	Manu- factrs.	Anti- mals.	Lumber and forest prod.	Metals and Miner- als.	Stone, Brick, etc.	Coal.	Mdse. and Miscel.	Total No. of Tons carried.	Freight forward- ed from Stations.	Freight received at Stations.	Miles oper'd. Av. for year.
C. M. & St. Paul.....	185,818	3,640	165,862	2,234	4,909	11,132	91,281	22,067	589	410,819	991,230	547,155	505,891	587.00
Southern Minnesota.....	63,917	1,823	28,802	.....	2,379	5,691	37,589	2,081	2,919	41,725	169,896	169,896	169,896	282.00
C. St. P. & Minneapolis.....	4,191	1,581	441	.....	369	332	2,963	1,233	81	1,857	12,822	12,822	12,822	29.00
C. St. P. & Minneapolis.....	24,005	30,116	43,806	1,564	.....	1,057	669	914	444	235,014	334,791	117,189	211,569	23.70
St. Paul & Sioux City*.....	153,769	.....	.....	.....	.....	.....	.....	.....	.....	260,532	414,701	414,701	414,701	286.00
Northern Pacific.....	76,298	1,389	10,769	8,105	20,453	5,500	83,798	4,188	4,284	38,737	253,631	253,631	253,631	388.50
St. P. M. & Manitoba.....	168,990	1,294	101,890	4,607	10,638	9,519	135,081	12,048	9,975	98,705	550,450	550,450	550,450	626.
St. Paul & Duluth.....	72,831	2,403	50,032	1,866	9,090	2,048	130,335	3,478	30,682	38,679	351,578	351,578	351,578	175.00
Winona & St. Peter.....	204,243	.....	38,998	.....	.....	2,352	38,753	2,490	30,963	15,298	305,399	305,399	305,399	400.00
Minneapolis & St. Louis.....	83,134	3,499	66,296	2,631	32,181	6,311	93,629	8,525	34,189	42,340	378,776	378,776	378,776	130.00
B. Cedar Rapids & North.....	7,113	9,985	43,763	1,465	2,148	4,313	14,877	2,084	24,593	32,551	152,072	152,072	152,072	12.50
C. C. Dubuque & Minn.....	10,202	5,494	814	.....	1,648	67,574	.....	.....	1,550	12,745	100,027	100,027	100,027	24.90
Cal. Miss. & Western.....	7,258	203	510	.....	1,440	4,414	.....	.....	25	2,167	18,017	18,017	18,017	29.35
	1,056,850	60,435	551,979	22,472	82,437	51,572	710,863	61,494	109,699	1,205,340	3,934,380	3,362,703	3,421,779	2,983.95

\*Includes tonnage of Sioux City &amp; St. Paul and St. Paul, Stillwater &amp; Taylor's Falls. †Some trifling local receipts omitted.



*Railroad Train Mileage and Passengers Carried in Minnesota During the Year Ending June 30, 1880.*

	MILES RUN BY PASSENGER AND FREIGHT TRAINS.			EMPTY FREIGHT CARS.	NUMBER AND MILEAGE OF PASSENGERS.			AVERAGE RATES PER MILE.		
	FREIGHT TRAINS.				Passengers	Mileage.		Passengers.	Freight per ton.	
						Total.	Average.		Through.	Local.
Passenger.	Freight.	Total.	Mileage.	Number.	Total.	Average.	Through.	Local.	Through.	Local.
Chicago, Milwaukee & St. Paul.....	495,834	884,884	1,380,718	4,914,225	625,152	21,180,886	34.00	2.92	1.28	1.78
Southern Minnesota.....	128,201	203,416	331,617	18,227	57,203	2,829,841	49.47	3.15	2.71	.....
Central.....	.....	19,720	19,720	.....	4,071	109,439	26.88	4.43	4.03	.....
Chicago, St. Paul & Minneapolis.....	27,015	66,000	93,015	.....	65,960	1,105,439	16.07	.....	.....	.....
St. Paul & Sioux City*.....	.....	.....	.....	.....	176,594	6,895,000	.....	.....	.....	.....
Northern Pacific.....	385,583	429,503	815,086	3,764,216	111,782	9,553,517	85.00	3.99	2.40	.....
St. Paul, Minneapolis & Manitoba.....	294,739	838,315	1,133,054	4,898,447	575,000	*20,000,000	.....	.....	.....	.....
St. Paul & Duluth.....	119,826	353,380	473,215	1,462,596	85,371	2,623,178	30.73	3.25	4.00	.....
Winona & St. Peter.....	285,468	1,120,517	1,405,985	3,334,762	192,517	9,063,725	47.24	3.39	1.83	.....
Minneapolis & St. Louis.....	127,965	229,409	359,374	.....	94,596	2,990,667	31.61	2.83	3.55	2.47
Burlington, Cedar Rapids & Northern.....	15,680	17,648	33,328	.....	21,818	299,461	13.07	3.05	2.19	.....
Chicago, Clinton, Dubuque & Minnesota.....	15,840	34,840	50,680	142,296	18,021	348,135	19.31	3.00	3.80	1.10
Caledonia, Mississippi & Western.....	19,440	21,364	40,824	.....	6,321	116,600	18.44	3.90	6.05	5.05
Total.....	1,915,591	4,183,465	6,118,776	.....	1,934,406	77,145,888	38.88	.....	.....	.....

\* Estimate. Includes S. C. & St. Paul and St. P. Stillw. & T. F. † The through rate is the average of through and local where no local is given.

*Railroad Lands—Acres sold and contracted to be sold, and Receipts from Sales, Contracts, Stumpage, etc.*

	Acres of Grant.		Sales and contracts, year ending June 30, 1880.		Sales and contracts in 5 months end. Nov. 30, 1880.		Sales and contracts in all years to June 30, 1880.		Average Price.	
	Received.	To insure	Acres.	Receipts.	Acres.	Receipts.	Acres.	Receipts.	Now.	During Year.
Minnesota Central.....	173,000.00	.....	2,737.40	\$ 93,493.39	903.02	\$16,306.24	151,431.55	\$ 831,695.04	.....	.....
St. Paul & Chicago.....	468,482.96	62,483.45	10,804.66	16,720.78	18,402.37	18,701.73	21,097.38	77,567.65	.....	.....
Hastings & Dakota.....	313,051.59	50,000.00	9,687.38	16,510.25	9,090.66	27,963.28	20,854.91	32,050.00	.....	.....
Southern Minnesota.....	373,212.90	Unknown.	6,041.97	6,365.85	1,704.59	1,753.60	237,074.00	784,829.06	\$ 7 09	6 00
St. Paul & Sioux City.....	854,288.85	73,440.00	19,571.04	135,760.50	5,430.41	33,323.56	312,749.61	1,778,378.32	6 50	6 50
Sioux City & St. Paul.....	231,145.94	.....	21,288.02	150,640.18	11,531.00	74,685.66	102,945.37	691,746.98	6 50	6 50
St. Paul, M. & M.....	2,296,802.32	1,531,197.68	208,741.02	306,804.21	39,237.87	138,872.84	739,737.19	4,784,969.56	4 50	4 00
St. Paul & Duluth.....	1,441,280.73	245,110.27	11,031.09	26,835.25	2,211.00	5,179.47	179,053.22	1,325,473.23	2 75	2 85
Stillwater & St. Paul.....	65,113.64	None.	1,424.29	4,100.00	337.39	1,469.20	46,604.20	31,422.20	.....	.....
St. Paul, Stillwater & T. F.....	44,246.47	.....	2,480.00	17,735.00	400.00	2,400.00	9,004.73	.....	6 00	5 57
Winona & St. Peter.....	1,676,928.96	Unadjusted.	108,707.53	216,603.47	99,720.56	171,180.01	239,713.71	778,705.87	4 00	3 13
Northern Pacific.....	990,615.30	1,946,980.70	16,457.00	41,676.00	15,591.00	39,667.00	406,776.81	2,398,356.42	3 00	3 12
* Western.....	230,830.00	95,570.00	.....	.....	.....	.....	19,819.46	26,146.59	1 25 to 8 00	3 00
N. P. and St. P. M. & M. in dispute.....	413,800.00	Unknown.	25,920.20	122,054.66	9,632.49	49,556.02	69,127.72	190,395.29	.....	.....
Total.....	9,572,792.66	.....	506,951.60	1,175,368.54	214,342.36	581,080.61	2,652,307.87	\$13,778,330.31	.....	.....
Winona & St. Peter Barney contract.....	.....	.....	.....	.....	.....	.....	317,061.26	.....	.....	.....
* Report for year ending Dec. 31, 1879 ; no statements for 1880.	.....	.....	.....	.....	.....	.....	2,839,369.13	.....	.....	.....

*Stock and Debt Statement for the Year Ending June 30, 1880.*

	STOCK.				DEBT.				Minnesota Proportion of Stock and Debt.	
	Common.	Preferred.	Total.	Minn. Pro.	Bonds.	Floating D.	Total.	Minn. Pro.	Total.	Per Mile.
Chicago, Milwaukee & St. Paul.	\$ 15,404,281	\$ 12,279,483	\$ 27,683,744	\$ 4,279,500	\$ 49,575,500		49,575,500	7,354,500	\$ 11,634,000	
Southern Minnesota.	1,784,200		1,784,200	1,784,200	1,784,200		1,784,200	4,639,900	6,424,100	
Extension	150,000		150,000	101,000	1,170,000		1,170,000	1,170,000	1,280,000	
Central.	381,900	319,700	701,600	701,600	600,000	20,000	620,000	620,000	1,321,600	33,040
St. Paul & Sioux City.	4,600,000	4,600,000	9,200,000	7,158,075	4,600,000	1,069,954	5,669,954	4,412,136	11,571,211	28,487
Northern Pacific.	49,000,000	51,000,000	100,000,000	10,155,555	3,881,834	1,404,907	5,286,801	No bonds.	10,155,555	
Western	100,000		100,000	100,000	800,000		800,000		600,000	11,668
St. Paul, Minneapolis & Manitoba.	15,000,000		15,000,000	15,000,000	16,324,900		16,324,900	16,324,900	31,324,900	47,760
St. Paul & Duluth.	4,066,327	4,736,007	8,791,334	8,791,334	No bonds.	not covered	by acc. receivable.		8,791,334	54,268
Stillwater & St. Paul.					371,000		371,000		371,000	
Winona & St. Peter.	400,000		400,000	382,905	8,510,500	1,557,222	10,067,822	8,998,611	9,351,516	30,633
Winona, Milwauke & New Ulm.	100,000		100,000	100,000		74,427	74,427		174,427	46,513
Minnesota Valley.	*15,000		15,000	15,000	150,000		150,000	154,000	155,000	6,782
Rockford & Northern Minnesota.	*15,000		15,000	15,000	200,000		200,000	223,907	248,907	16,187
Chattfield.	*6,250		6,250	6,250	165,000		165,000	165,000	171,250	14,943
Plainview	*6,250		6,250	6,250	100,000		100,000	100,000	106,250	7,079
Chicago & Dakota.	15,000		15,000	15,000	690,000		690,000	690,000	705,000	15,197
Minneapolis & St. Louis.	2,000,000		2,000,000	2,000,000	2,405,000		2,405,000	1,928,234	3,925,234	32,448
Minneapolis & Duluth.	183,500		183,500	183,500	280,000		280,000	280,000	463,500	
Burlington, Cedar Rapids & Northern.	10,000,000		10,000,000	286,638	7,108,000		7,108,000	154,490	421,128	33,528
Chicago Clinton Dubuque & Minnesota	6,151,440		6,151,440	736,327					862,610	34,642
Total	\$ 109,368,138	\$ 72,935,100	\$ 182,303,238	\$ 51,778,144	\$ 101,369,634	\$ 5,879,908	\$ 107,249,442	\$ 48,391,388	\$ 100,169,532	

\*Includes St. Paul, Stillwater & Taylors Falls and Sioux City & St. Paul.      \*Stock paid up.

## RAILROAD TAXES

*For the Years 1878 and 1879 and Totals for first Sixteen Years.*

	1878.	1879.	Total for first 16 years.
Winona & St. Peter.....	\$ 24,794 70	\$ 26,420 34	\$ 205,517 13
St. Paul, Minneapolis & Manitoba.....	46,775 92	64,754 51	282,921 63
St. Paul & Sioux City.....	24,076 04	25,846 66	157,899 71
Southern Minnesota.....	19,291 09	18,559 47	138,362 53
St. Paul & Duluth.....	8,563 64	16,801 24	96,643 73
Minneapolis & St. Louis.....	\$ 1,104 70	9,410 82	31,631 02
Northern Pacific.....	15,380 95	27,381 58	89,857 11
Chicago, St. Paul & Minneapolis.....	2,087 13	2,763 58	18,090 63
St. Paul, Stillwater & Taylors Falls.....	1,558 32	1,654 22	7,668 34
Chicago, Clinton, Dubuque & Minnesota.....	556 43	621 91	2,752 50
Central Railroad of Minnesota.....	990 99	855 25	3,176 37
Burlington, Cedar Rapids & Northern.....	313 91	349 05	797 66
Minnesota Valley.....	51 46	105 66	158 12
Rochester and Northern Minnesota.....	26 72	123 15	149 87
Plainview.....	23 27	96 14	119 41
Chatfield.....	2 09	47 63	49 72
Chicago, Milwaukee & St. Paul.....	47,593 76	53,487 22	394,829 78
Chicago & Dakota (first 4 months).....		75 56	75 56
	\$200,171 12	\$249,354 99	\$1,425,700 82

Winona & St. Peter includes Winona, Mankato & New Ulm. St. Paul & Sioux City includes Sioux City & St. Paul and Worthington & Sioux Falls and branches. Chicago, Milwaukee & St. Paul embraces the Iowa & Minnesota Division, Hastings & Dakota Division, River Division and the Midland Road or Wabasha Division. The St. Paul, Minneapolis & Manitoba embraces all former lines of the St. Paul & Pacific companies.

## ACCIDENTS.

In the following summary of reported accidents during the year, those from causes beyond the person's own control are in columns numbered 1, and those from the person's own lack of caution in columns numbered 2; killed in columns K; injured in I.

	PASSENGERS.		EMPLOYEES.						OTHERS.			Total.	
	1	2	1		2		1	2					
	K.	I.	K.	I.	K.	I.	K.	K.	I.	K.	I.		
Chicago, Milwaukee & St. Paul...	6	...	3	11	2	29	...	3	5	14	45		
Southern Minnesota.....	...	...	...	1	1	3	...	3	...	4	4		
Ch. Cl. Dubuque & Minnesota.....	...	...	...	...	4	...	...	...	...	...	4		
W. & St. P. and branches.....	...	...	...	3	4	14	...	3	2	7	19		
St. P. Minneapolis & Manitoba.....	...	...	...	1	7	3	2	4	...	13	4		
St. Paul & Sioux City.....	...	...	1	...	6	...	...	1	1	1	7		
Minneapolis & St. Louis.....	...	1	1	21	1	5	...	3	3	5	30		
St. Paul & Duluth.....	...	...	...	6	...	...	...	2	...	2	6		
Northern Pacific.....	...	...	...	...	4	...	...	1	...	1	4		
Chicago, Minneapolis & St. Paul ..	...	...	...	...	4	...	...	...	...	...	4		
Burlington, Cedar Rapids & North.	...	...	1	...	...	...	...	...	...	1	...		
	6	1	6	43	15	72	2	19	11	48	127		

## RAILROAD ACCEPTANCES ON FILE IN THE CAPITOL.

*In Secretary of State's Office.*

## ST. PAUL UNION DEPOT COMPANY.

June 11, 1880. Accepting act of the Legislature relative to taxation, approved March 10, 1873, entitled, "An Act, providing for the collection of taxes from the St. Paul, Stillwater & Taylor's Falls Railroad Company and other railroad companies.

## CALEDONIA, MISSISSIPPI &amp; WESTERN RAILROAD COMPANY.

Oct. 18, 1880. Accepting act of the Legislature entitled, "An Act, providing for the collection of taxes from the St. Paul, Stillwater & Taylor's Falls Railroad Company and other railroad companies, approved March 10, 1873.

RAILROAD COMPANIES ORGANIZED UNDER THE GENERAL LAWS,  
THAT HAVE FILED ARTICLES IN THE OFFICE OF THE  
SECRETARY OF STATE IN 1879.

(For older organizations, see Railroad Commissioner's Report for former years.)

## AUSTIN &amp; MANKATO RAILROAD COMPANY.

*Articles filed.*—January 28, 1880.

*Object of Corporation.*—The surveying, locating, building and construction of a single or double track railroad from some point on the south line of the State, in the county of Mower, by the way of Austin, in said county, to the city of Mankato, in the county of Blue Earth.

*Capital.*—\$2,000,000.00.

*Place of Business.*—Mankato.

*Corporators.*—John A. Willard, John C. Wise, J. H. Baker, H. Cummins, H. Foster, W. H. Officer, H. W. Page, E. O. Wheeler, C. A. Gilman, N. P. Clark.

## BARNESVILLE &amp; MOORHEAD RAILWAY COMPANY.

*Articles filed.*—August 10, 1880.

*Object of Corporation.*—The construction, building, equipment and the operation of a railway from a point on the branch line of the St. Paul, Minneapolis & Manitoba Railway, at or near Barnesville, Clay county, Minn., running thence to Moorhead, in said Clay county, Minnesota.

*Capital.*—\$200,000.

*Place of Business.*—St. Paul.

*Corporators.*—R. B. Angus, J. J. Hill, A. B. Stickney, E. Sawyer and R. B. Galusha.

## COMO RAILWAY COMPANY.

*Articles filed.*—March 30, 1880.

*Object of Corporation.*—The surveying, locating, constructing, owning, maintaining and operating a railway and telegraph line, with all necessary warehouses, side tracks, turn tables, shops and stations, and all other convenient appurtenances to said railway, from some place at or near some central point within the city limits of St. Paul, to a point at or near Lake Como, in said city, in the county of Ramsey, and State of Minnesota.

*Capital.*—\$50,000.

*Place of Business.*—St. Paul.

*Corporators.*—A. K. Barnum, R. H. Dougan, Ed. A. Hemenway, H. J. Hamm, Thos. L. Kerr.

## DUBUQUE, ST. PAUL &amp; MINNEAPOLIS RAILROAD COMPANY.

*Articles filed.*—January 13, 1880.

*Object of Corporation.*—The construction, maintenance and operation of a railroad for the conveyance of freight and passengers from the cities of St. Paul and Minneapolis through the counties of Hennepin, Ramsey, Dakota, Goodhue, Dodge and Mower, to the south boundary line of the State of Minnesota, with a branch or branches from any point on the main line of said proposed railroad to any other point or points in the State of Minnesota.

*Capital.*—\$3,000,000.

*Place of Business.*—Minneapolis.

*Corporators.*—Robert S. Innes, Alfred G. Wilcox, John G. Wolley, Chas. A. Winship, Samuel P. Snider.

## LAKE SUPERIOR &amp; RED RIVER VALLEY RAILROAD COMPANY.

*Articles filed.*—December 23, 1879.

*Object of Corporation.*—The surveying, locating, building and construction of a single or double track railroad from the State line between the State of Minnesota and the State of Wisconsin, at some feasible point in township No. 48, of range 15, west of the fourth principal meridian, in a general northwesterly direction by the most feasible route, by way of the mouth of the Cloquet river, in St. Louis county, lake Winnebagoishish, Cass lake and Searle lake, in Cass and Itasca counties, and Red Lake Falls, Crookston, in Polk county, to Red River of the North, in or near township No. 149, of range 49, in said county of Polk, Minnesota.

*Capital.*—\$5,000,000.

*Place of Business.*—City of Crookston.

*Corporators.*—Morris R. Brown, Thomas C. Shapleigh, Frank Ives, John Friederich, A. Yvernault, Geo. Crocker, E. B. Ellsworth, J. Gervais, Wm. M. Ross, James Bardon, I. W. Gates.

## MINNEAPOLIS, SHAKOPEE &amp; MINNESOTA VALLEY NARROW GAUGE RAILROAD COMPANY.

*Articles filed.*—February 13, 1880.

*Object of Corporation.*—The surveying, locating, building and construction of a single or double track railroad from some point in or near the city of Minneapolis, in Hennepin county, thence south through the towns of Minneapolis, Richfield, Bloomington and Eden Prairie, in said county, to the city of Shakopee, in the county of Scott, with a branch line southward through the counties of Scott and Rice, and the main line extending westward through the counties of Carver, Sibley and Nicollet.

*Capital.*—\$200,000.

*Place of Business.*—Minneapolis.

*Corporators.*—H. D. Cunningham, G. A. Burbank, F. Peteler, A. P. Thompson, Samuel Anderson, P. F. Ritchie, Sever Ellingson, James Clark, J. K. Sidle, H. C. Sidle, S. E. Neiler, Geo. R. Newell, J. C. Oswald, N. B. Harwood, E. B. Andrews, C. H. Pettit, Wm. F. Cahill, C. McC. Reeve, Geo. H. Morrison, Thos. Lowry, J. Dean, C. T. Hobart, F. S. Hinkle, Geo. A. Pillsbury, A. Kelly, C. H. Clarke, C. B. Terrell.

## RED RIVER NORTHERN RAILWAY COMPANY.

*Articles filed.*—April 14, 1880.

*Object of Corporation.*—The surveying, locating, building and construction of a railroad from some point in or near the town of Barnesville, in Clay county, thence northwesterly to some point at or near the state boundary line in the village of Moorhead, in said county, thence northward.

*Capital.*—\$50,000.

*Place of Business.*—Moorhead.

*Corporators.*—S. G. Comstock, H. G. Finkle, A. A. White, W. H. Davy, F. J. Burnham, P. H. Lamb, Jas. H. Sharp, John Kurtz, H. F. Miller, A. J. Harwood, John Erickson, S. G. Roberts.

## STILLWATER &amp; HASTINGS RAILWAY COMPANY.

*Articles filed.*—April 2, 1880.

*Object of Corporation.*—The building, maintaining and operating of a railway or railways from Stillwater, in the county of Washington, in the State of Minnesota, to Hastings, in the county of Dakota, in the State of Minnesota.

*Capital.*—\$1,000,000.

*Place of Business.*—Stillwater.

*Corporators.*—D. M. Sabin, Chas. N. Nelson, E. W. Durant, H. W. Cannon, R. F. Hersey, James S. Anderson, Isaac Staples, I. H. Elward, E. S. Hospes, Fayette Marsh, John C. Nelson, David Bronson, J. H. Townshend, E. McKean, S. H. Patterson, L. A. Huntoon, John McKusick, Saml. Mathews, John C. Higgins.

## ST. CLOUD &amp; LAKE TRAVERSE RAILWAY COMPANY.

*Articles filed.*—May 1st, 1880.

*Object of Corporation.*—The construction, building, equipment and operation of a railway from a point on the branch line of the St. Paul, Minneapolis & Manitoba Railway between the city of St. Cloud and the town of Alexandria, in the State of Minnesota, to a point on the western boundary of said state, between Big Stone Lake and Lake Traverse.

*Capital.*—\$1,500,000.

*Place of Business.*—St. Paul.

*Corporators.*—R. B. Angus, N. W. Kittson, J. J. Hill, R. B. Galusha, Ed. Sawyer.

# RAILROAD COMPANY REPORTS,

FOR THE

YEAR ENDING JUNE 30, 1880.

*Gauge of Railroads in operation June 30, 1880, four feet eight and one-half inches, except Midland R'y, 59 miles, and Caledonia, Mississippi & Western, 58.71 miles, which are three feet gauge.*

## WINONA & ST. PETER RAILROAD COMPANY.

Including characteristics of and operations on the Winona, Mankato & New Ulm; Minnesota Valley; Rochester & Northern Minnesota; Plainview; Chatfield; and Chicago & Dakota Railroads.

### OFFICERS.

Albert Keep, President.....	Chicago, Ill.
M. L. Sykes, 1st Vice-President and Treasurer.....	New York, N. Y.
S. O. Howe, Secretary.....	New York, N. Y.
B. C. Cook, Solicitor.....	Chicago, Ill.
M. Hughitt, General Manager.....	Chicago, Ill.
E. H. Johnson, Chief Engineer.....	Chicago, Ill.
W. A. Thrall, General Ticket Agent.....	Chicago, Ill.
C. G. Eddy, General Freight Agent.....	Chicago, Ill.
J. B. Redfield, Auditor.....	Chicago, Ill.
C. E. Simmons, Land Commissioner.....	Chicago, Ill.

The foregoing general officers are officers of the Chicago & Northwestern Ry. Co., which is the operating company, and the general offices, located in Chicago, are the same as those of the Chicago & Northwestern Ry. Co.

### Local General Officers—

S. Sanborn, Superintendent, office at Winona.  
H. R. McCullough, Division Freight Agent, office at Winona.

### Directors—

Albert Keep.....	Chicago, Ill.	M. L. Sykes.....	New York, N. Y.
J. H. Howe.....	Kenosha, Wis.	Augustus Schell....	New York, N. Y.
David Dows.....	New York, N. Y.	W. L. Scott.....	Erie, Pa.
A. G. Dulman.....	New York, N. Y.	J. B. Redfield.....	Chicago, Ills.
M. Hughitt.....	Chicago, Ill.		

Executive Committee, Messrs. Keep, Sykes and Hughitt.

Annual Election—1st Thursday in June.

Person to address concerning this report, B. C. Cook.



## CAPITAL STOCK, DEBT, ETC.

Common stock issued.....	\$ 400,000 00
Proportion for Minnesota.....	352.905 00
1st mortgage bonds, due Jan. 1, 1887, 7 per cent. interest.....	2,719,000 00
2d mortgage bonds, due Nov. 1, 1907, 7 per cent. interest.....	1,610,000 00
Extension mortgage bonds, due Dec. 1, 1916, 7 per cent. interest.....	4,181,500 00
Total bonded debt.....	\$ 8,510,500 00
Floating debt, due Chicago & Northwestern Ry. Co.....	1,557,322 00
Proportion for Minnesota of debt.....	8,998,611 00
Total stock and debt.....	10,467,822 00
Amount per mile of road (327 miles).....	30,633 00
Cost of road, \$10,692,720, or \$32,699 per mile of the 327 miles.	

## CHARACTERISTICS OF ROAD.

## Length—

	Whole length.	Minnesota.
Winona & St. Peter R. R., Winona to Lake Kampeska.....	327.00	238.50
Rochester & Northern Minnesota Ry., Rochester to Zumbrota.....	24.48	24.48
Plainview R. R., Plainview Junction to Plainview.....	15.01	15.01
Chatfield R. R., Chatfield Junction to Chatfield.....	11.46	11.46
Winona, Mankato & New Ulm Ry., Mankato J. to Mankato.....	3.75	3.75
Minnesota Valley Ry., Sleepy Eye to Redwood Falls.....	24.40	24.40
Chicago & Dakota Ry., Tracy to Dakota line.....	46.39	46.39
Dakota Central Ry., Dakota line to DeSmet.....	71.40	.....
Total of main line and branches, miles.....	523.89	413.99
Additional sidings.....	43.60	38.38
Miles of steel rail.....	195.30	118.70

*Stations*—In Minnesota 49, and 4 common points.

*Bridges and Trestles*—30 wooden bridges, aggregating 2,553 feet; 2 iron bridges, 726 feet; 3 combination bridges, 326 feet, and 422 wooden trestles, 53,802 feet.

*Fences*—242½ miles of wire; 201½ of board; and 38.06 miles of snow fences.

*Railroad Crossings at grade*.—C. M. & St. P., near Winona and at Owatonna; St. P. & S. C., between Kasota and Mankato; and M. & St. L., at Waseca.

*Equipment*—

	W. & St. P.	D. C.	C. & D.
Locomotives of 30 to 40 tons.....	10	6	...
Locomotives of 20 to 30 tons.....	17	4	5
Passenger cars.....	7	.....	...
Express and baggage cars.....	2	2	1
Box freight and stock cars.....	893	1,000	150
Flat and coal cars.....	133	100	...
Other cars.....	2	4	2

## DOINGS OF THE YEAR IN TRANSPORTATION.

*Mileage*—

Passenger trains.....	285,468
Freight and mixed trains.....	1,120,517

Total number of train miles in Minnesota..... 1,405,985

Empty car mileage..... 3,334,762

*Speed of trains, miles per hour*—Express passenger, 25; accommodation, 20; freight, 15.

*Average rates*.—3.39 cents per mile for passenger, and 1.83 cents per ton per mile for freight.

*Tonnage—*

	Tons.
Grain.....	204,343
Flour and meal.....	38,998
Provisions.....	1,866
Animals.....	2,352
Lumber.....	29,528
Other forest products.....	9,225
Stone, brick, lime, cement, sand, &c.....	3,420
Coal.....	368
Merchandise and other articles.....	15,299

Total..... 305,399

*Passengers.*—Number carried, 192,517; number carried 1 mile or passenger mileage, 9,093,725; average distance traveled by each, 47.24 miles.

*Fuel consumed.*—4,635 cords of wood, and 47,899 tons of coal.

*Freight hauled.*—About 6 tons per car, and 66 tons per train.

## EARNINGS AND EXPENSES.

*Gross earnings—*

	Whole Road.	Minnesota.
Freight.....	\$ 686,319 24	\$ 666,113 40
Passengers.....	308,730 21	298,570 65
Mails.....	25,241 53	
Express.....	7,846 51	48,823 08
Miscellaneous.....	18,887 06	
Total.....	\$ 1,047,024 55	\$ 1,013,507 13

*Operating expenses—*

Repairs of engines and tenders.....	\$ 57,765 36
Repairs of cars.....	48,587 39
Repairs of buildings.....	21,841 64
Repairs of fences, gates and crossings.....	16,011 60
Repairs of bridges and culverts.....	131,738 45
Repairs of track.....	326,386 87
Repairs of tools and machinery.....	12,725 28
Fuel used by locomotives.....	179,395 60
Fuel and lights used in cars and at stations.....	13,757 94
Oil and waste used.....	9,563 44
Office and station furniture and expenses.....	3,299 65
Furniture and fixtures for cars.....	1,299 27
Foreign agents.....	1,485 74
Advertising.....	1,649 24
Stationery, printed blanks, tickets, &c.....	3,989 86
Enginemen, firemen and wipers.....	104,005 80
Conductors, baggagemen and brakemen.....	66,444 77
Laborers and switchmen at stations.....	39,564 26
Agents and clerks at stations.....	68,018 68
Superintendence.....	3,400 00
Rents.....	826 67
Loss and damage.....	4,244 75
Injury to persons.....	4,364 02
Teaming freight, baggage and mails.....	855 21
Miscellaneous expenses.....	3,250 87
Car hire paid over amount received.....	142 40

Total..... \$ 1,124,619 76

In Minnesota were earned 96.78 per cent. of the gross earnings of the whole road.

Ratio of passenger to freight earnings, as 1 to 2.22.

Average in Minnesota of gross earnings per mile of road (average 400 miles operated for the year), \$2,534.76.

The operating expenses in Minnesota were about \$1,074,902.65.

Average of the same per mile operated, \$2,662.50.

In addition to operating expenses, the following payments were made in the year, applicable to the whole road: Taxes, \$27,433.47; construction, \$72,756.90; right of way, etc., \$1,699.25; total, \$737,874.62.

#### GENERAL BALANCE JULY 1, 1880.

##### *Assets—*

Cost of road and equipment.....	\$ 10,692,720 93
Trustees of sinking fund.....	69,000 00
Income account (loss in operating).....	94,151 90
	<u>\$ 10,855,872 83</u>

##### *Liabilities—*

Capital stock.....	\$ 400,000 00
Funded debt (bonds outstanding).....	8,510,500 00
Redemption of bonds.....	191,000 00
Bonds in sinking fund.....	73,500 00
Sinking funds paid.....	69,000 00
Unfunded debt (due C. & N.-W. Ry.).....	1,557,322 35
Land grant account.....	54,500 48
	<u>\$ 10,855,872 83</u>

#### REGULATIONS, UNITED STATES MAILS, ETC.

At railroad crossings employees are instructed to bring trains to full stop before crossing the track of another company. At highway crossings engineers are required to sound whistle 80 rods from crossing and ring the bell.

Use Miller platform and coupler. Westinghouse air brake.

#### U. S. Mail, June 30, 1880.

The terms of service have been as follows:

Route.	Termini.	Miles.	Amount per annum.
26,015	Winona to { St. Peter } { Mankato }	144.26	\$ 7,893.36
26,014	St. Peter to Marshall.....	109.66	3,124.65
26,014	Marshall to Gary.....	40.97	1,793.25
26,014	Gary to Watertown.....	34.00	Not fixed.
26,023	Redwood Junction to Redwood Falls.	26.67	Not fixed.
26,024	Eyota to Plainview.....	16.28	Not fixed.
26,024	Eyota to Chatfield.....	11.72	Not fixed.
26,025	Rochester to Zumbrota.....	26.00	Not fixed.

#### LANDS.

Acres received of grant.....	1,676,928
Acres to inure.....	Unadjusted.
Acres sold and contracted to be sold, year ending June 30, 1880...	108,707
Receipts from lands, year ending June 30, 1880.....	\$216,603
Acres sold and contracted to be sold, July 1 to Dec. 1, 1880.....	99,721
Receipts from lands, July 1 to Dec. 1, 1880.....	\$171,180
Acres sold and contracted to be sold in all years to June 30, 1880..	239,713
Receipts from lands in all years to June 30, 1880.....	\$778,705
Average price per acre during the year.....	3 13
Average price per acre at which now offered.....	4 00

The foregoing is exclusive of 317,061 acres deeded under the Barney contract.

## ACCIDENTS.

*In 1879—*

Fred Walling, Aug. 25, Sleepy Eye, fell from top of car, killed.  
 John Lynch, Aug. 29, Stockton, climbing on moving train, injured.  
 Wm. Hill, Oct. 2, Rochester, asleep on track, injured.  
 Ole Elfson, Oct. 4, Tracy, intoxicated, driving on railroad track, killed.  
 Wm. Becker, Oct. 10, Medary Creek, fell from bridge, injured.  
 Unknown, Oct. 15, Marshall, stealing a ride, injured.  
 W. H. Seymour, Dec. 17, St. Peter, fell from top of train, killed.  
 T. Burns, Dec. 29, Janesville, coupling cars, injured.

*In 1880—*

Peter Byrne, Jan. 10, Sleepy Eye, caught between engine and car, killed.  
 Wm. Ebell, Jan. 22, Winona, team ran away, killed.  
 Wm. Burns, Jan. 31, Winona, blown from bridge, injured.  
 R. Harding, Feb. 24, Sleepy Eye, coupling cars, injured.  
 T. Madden, Feb. 28, Mankato, fell from car, injured.  
 A. Peterson, March 5, Dover, in getting off train, fell, injured.  
 C. D. Essler, March 13, St. Peter, struck by "block and tackle," injured.  
 W. H. Burcher, March 15, Waseca, caboose jumped track, injured.  
 W. Archer, April 5, Kasota, coupling cars, injured.  
 C. L. Harvey, April 14, St. Peter, threw himself under freight train, killed.  
 F. Miller, April 28, Dover, unloading timber, foot slipped, injured.  
 F. E. Strogos, May 7, Courtland, coupling cars, injured.  
 T. Hogan, May 7, Courtland, coupling cars, injured.  
 Wm. Daley, May 21, Cambria, jumped off ahead of cars, fell and run over, killed.  
 J. A. Groves, May 25, Sleepy Eye, coupling cars, injured.  
 Chas. White, May 28, New Ulm, knocked off cars by eaves of elevator, injured.  
 C. Sheets, May 19, Winona, coupling cars, injured.  
 H. J. Watson, June 17, Winona, engine went down embankment, injured.

In addition to the foregoing, the following supplementary reports have been made concerning organization, capital stock and debt of the branch road companies, viz.:

## ROCHESTER &amp; NORTHERN MINNESOTA RAILWAY COMPANY.

## OFFICERS.

M. Hughitt, 1st Vice-President. J. B. Redfield, Secretary; M. M. Kirkman, Treasurer, and other general officers the same as of the W. & St. P. R. R. Co.  
*Directors.*—Albert Keep, M. Hughitt and J. B. Redfield, of Chicago; M. L. Sykes, of New York, and J. V. Daniels, of Rochester. Messrs. Keep, Hughitt and Redfield are the executive committee. The annual election is on the 1st Thursday in June.

## CAPITAL STOCK, DEBT, ETC.

Common stock issued.....	\$ 300,000 00
All sold to the C. & N. W. Ry. Co. at par—5 per cent. or \$15,000 paid up.	
First mortgage bonds, due Sept. 1, 1908, 7 per cent. annual int....	\$ 200,000 00
Floating debt.....	33,907 00
Total of debt and paid up stock.....	248,907 00
Amount of same per mile of road.....	10,167 77

The foregoing represents the cost of the road.

## PLAINVIEW R. R. CO.

Officers the same as of the R. & N. M. Ry. Co.

*Directors.*—Messrs. Keep, Hughitt, and Redfield, of Chicago, and G. W. Van Dusen, of Rochester, and H. P. Willson, of Plainview. The executive committee are Messrs. Keep, Hughitt and Redfield. Annual election on the first Wednesday in June.

The stock issued is \$125,200, common, all sold to the C. & N. W. Ry. Co. at par, 5 per cent. or \$6,260 being paid up. Bonds \$100,000, first mortgage, due Sept. 1, 1908, 7 per cent. annual interest. Total of paid up stock and debt, \$106,260, or \$7,079.28 per mile of road. The cost of the road was \$96,343, or \$6,418 per mile.

## CHATFIELD R. R. CO.

Officers the same as of the R. & N. M. The directors are Albert Keep, M. Hughitt, J. B. Redfield, B. C. Cook, M. M. Kirkman and C. C. Wheeler, all of Chicago; M. L. Sykes, of New York; S. Sanborn, of Winona; and I. F. O. Farrall, of Chatfield. The executive committee are Messrs. Keep, Hughitt and Redfield. Date of annual election, 2d Tuesday in January.

## CAPITAL STOCK, DEBT, ETC.

Common stock issued, \$30,000, all owned by the C. & N. W. Ry. Co.; 250 shares were sold to that company at par, 5 per cent. or \$1,250 being paid up, and 50 shares were issued to town of Jordan for \$5,000 of town bonds.

The bonded debt, 6 per cent. 1st mortgage bonds, due Oct. 1, 1929, is \$165,000. Total of bonds and paid up stock \$171,250, or \$14,943.20 per mile of road. The cost of the road was \$65,769.41. or \$5,739 per mile.

## WINONA, MANKATO &amp; NEW ULM RY. CO.

M. L. Sykes, Secretary. All other officers the same as the Winona & St. Peter. Directors, Albert Keep, J. B. Redfield and H. H. Porter of Chicago, and M. L. Sykes, of New York. Annual election on 1st Monday in August.

## CAPITAL STOCK, DEBT, ETC.

The common stock issued, owned by the C. & N. W. Ry. Co., that bought it at par, is \$100,000. There is a floating debt of \$74,427.24 due the C. & N. W. Ry. Co., being stock and debt equal to \$46,513.93 per mile of the road.

## MINNESOTA VALLEY RY. CO.

Officers the same as of the R. & N. M. Ry. Co. Directors, Albert Keep, M. Hughitt and J. B. Redfield, of Chicago, who are also the executive committee, W. F. Dickenson, of Redwood Falls, and Thos. Wilson, of Winona. Annual election on the first Thursday in June.

## CAPITAL STOCK, DEBT, ETC.

The common stock issued, \$300,000.00, was sold to the C. & N. W. Ry. Co. at par, the paid up amount being 5 per cent., or \$15,000. First mortgage bonds, due Oct. 1, 1908, 7 per cent. annual interest, have been issued to the amount of \$150,000. Bonds and paid up stock per mile of the road, \$6,762.30.

## CHICAGO &amp; DAKOTA RY. CO.

Officers the same as of the Winona & St. Peter, except that M. L. Sykes, of New York, is Secretary. Directors, Albert Keep, M. Hughitt and J. B. Redfield, of Chicago, M. L. Sykes, of New York, and Thos. Wilson, of Winona. Executive committee, Messrs. Keep, Hughitt and Redfield. The annual election is first Thursday in June.

## CAPITAL STOCK, DEBT, ETC.

Common stock issued, all for Minnesota, \$300,000, sold to the C. & N. W. Ry. Co. at par, the amount paid up being 5 per cent., or \$15,000. Of bonds there are \$690,000 first mortgage, due Oct. 1, 1928, at 6 per cent. annual interest. Total of bonds and paid up stock \$705,000, or \$15,197.24 per mile of the road.

The cost of the road was \$520,143.58 or \$11,212.40 per mile.

## CHICAGO. MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY.

## OFFICERS.

Alex. Mitchell, President.....	Milwaukee, Wis.
Julius Wadsworth, Vice-President.....	New York.
R. D. Jennings, Secretary.....	Milwaukee, Wis.
Jno. W. Cary, Solicitor.....	Milwaukee, Wis.
R. D. Jennings, Treasurer.....	Milwaukee, Wis.
S. S. Merrill, General Manager.....	Milwaukee, Wis.
W. C. Van Horne, General Superintendent.....	Milwaukee, Wis.
D. J. Whittemore, Chief Engineer.....	Milwaukee, Wis.
A. V. H. Carpenter, General Ticket Agent.....	Milwaukee, Wis.
Wm. G. Swan, Superintendent of Freight Traffic.....	Milwaukee, Wis.
Geo. Olds, General Freight Agent.....	Milwaukee, Wis.
Jas. P. Whaling, Auditor.....	Milwaukee, Wis.
Willis Drummond, Jr., Land Commissioner.....	Milwaukee, Wis.

General offices in Milwaukee, Wis.

*Local Chief Officers for Minnesota—*

J. A. Chandler, General Agent.....	St. Paul.
C. H. Hatheway, Contracting Agent.....	Minneapolis.
B. H. Langley, Division Freight Agent.....	Winona.
W. H. Dixon, Northwestern Passenger Agent.....	St. Paul.
J. M. Eagan, Supt. of Southern Minnesota Division.....	La Crosse, Wis.
C. H. Prior, Superintendent of River Division, Wabasha Division, Iowa & Dakota Division, Hastings & Dakota Division and Iowa & Minnesota Division.....	Minneapolis.

C. W. Case, Assistant Superintendent of Iowa & Minnesota  
and Hastings & Dakota Division.....Minneapolis.  
Geo. W. Sanborn, Ass't. Supt. of Iowa & Dakota Division.....Mason City, Iowa.  
F. H. Underwood, Ass't. Supt. of River Division.....St. Paul.  
J. H. Lakey, Asst. Supt. of Wabasha Division.....Wabasha.

*Directors—*

Alex. Mitchell.....Milwaukee.	S. S. Merrill.....Milwaukee.
Julius Wadsworth.....New York.	J. Millbank.....New York.
S. Chamberlain.....Cleveland.	A. R. Van Nest.....New York.
Jno. M. Burke.....New York.	H. T. Dickey.....Newport, R. I.
Peter Geddes.....New York.	J. Stillman.....New York.
Jno. Plankinton.....Milwaukee.	J. C. Easton.....Lanesboro, Minn.
David Dows.....New York.	

*Executive Committee*—Messrs. Mitchell, Millbank, Wadsworth, Geddes and Chamberlain.

Annual election of directors—June.

Person to address concerning this report, J. P. Whaling.

## CAPITAL STOCK, DEBT, ETC.

Common stock issued.....	\$15,404,261 00
Preferred stock issued.....	12,279,483 00

Total of stock issued.....	\$27,683,744 00
Proportion of stock for Minnesota.....	\$ 4,279,500 00

*Bonds—*

NAME OF BOND.	When issued.	When due.	INTEREST.		Amount of bond.
			Rate per cent.	When payable.	
Consolidated.....	1875.	1905.	7	Jan. and July.	\$ 9,708,000 00
Consolidated, old issue.....	1874.	1904.	7	Jan. and July.	252,000 00
La Crosse Division.....	1863.	1893.	7	Jan. and July.	6,600,000 00
Iowa & Minnesota Division.....	1867.	1897.	7	Jan. and July.	3,810,000 00
Prairie du Chien Division, 1st.....	1868.	1898.	8	Feb. and Aug.	3,674,000 00
Prairie du Chien Division, 2d.....	1868.	1898.	7 3-10	Feb. and Aug.	1,315,000 00
Chicago & Milwaukee Division.....	1873.	1903.	7	Jan. and July.	2,500,000 00
St. Paul (or River) Division.....	1872.	1902.	7	Jan. and July.	4,000,000 00
Iowa & Dakota Division.....	1869.	1899.	7	Jan. and July.	589,000 00
Iowa & Dakota Div. Extension.....	1878.	1908.	7	Jan. and July.	3,826,000 00
Hastings & Dakota Division.....	1872.	1902.	7	Jan. and July.	129,000 00
Second Mortgage.....	1864.	1884.	7	April and Oct.	387,000 00
Minnesota Central.....	1864.	1894.	7	Jan. and July.	183,000 00
Milwaukee Western.....	1861.	1891.	7	Jan. and July.	216,000 00
Real Estate Purchase Money.....	1864.	.....	7	Jan. and July.	97,500 00
Land Grant Income.....	1880.	1890.	7	Jan. and July.	398,000 00
Southwestern Division.....	1879.	1909.	6	Jan. and July.	4,000,000 00
La Crosse & Davenport Division.....	1879.	1919.	5	Jan. and July.	2,250,000 00
Southern Minnesota Division.....	1880.	1910.	6	Jan. and July.	891,000 00
Chicago & Pacific Division.....	1880.	1910.	6	Jan. and July.	2,750,000 00
Total.....					\$47,575,500 00

No floating debt in excess of assets.....	
Proportion of bonded debt for Minnesota.....	\$ 7,354,500 90
Proportion of debt and stock for Minnesota.....	11,634,000 00
Proportion of debt and stock per mile of road.....	32,865 00

*Cost of Road and Equipment—*

Right of way and real estate, whole road, about.....	\$ 1,504,832 41
Construction and equipment, whole road, about.....	16,939,750 32
Purchase of roads, equipment, etc., whole road, about.....	55,362,054 55

Total.....	\$73,836,637 28
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## CHARACTERISTICS OF ROAD.

*Lengths of Road—*

FROM.	TO.	Whole line.	Min- nesota
		<i>Miles.</i>	<i>Miles.</i>
Milwaukee .....	Western Ave., Chicago.....	82.20	.....
Pitts., Chi. & St. Louis Junc.	Milwaukee Ave., Chicago.....	.40	.....
Kinnickinnic.....	Bay View.....	.75	.....
Milwaukee .....	La Crosse.....	196.39	.....
La Crosse Levee.....		.75	.....
Watertown Junction.....	Madison .....	36.55	.....
New Lisbon.....	Necedah .....	12.86	.....
La Crosse Bridge Line.....		1.93	.96
Bridge Junction.....	St. Paul .....	128.51	128.51
Bridge Junction.....	South Minnesota Junction....	3.35	3.35
Milwaukee .....	Portage .....	95.08	.....
Horicon.....	Berlin.....	42.30	.....
Rush Lake.....	Winneconne.....	14.80	.....
Spring St. Junction.....	Schwartzburg .....	5.34	.....
Stock Yards.....	Prairie du Chien Div. Junction	.66	.....
Milwaukee.....	Prairie du Chien.....	194.40	.....
Milton.....	Monroe .....	42.90	.....
McGregor .....	Minneapolis.....	215.42	130.54
St. Paul Junction .....	St. Paul .....	5.61	5.61
Conover .....	Decorah .....	8.77	.....
Calmar .....	Algona .....	126.11	.....
Algona.....	Marion Junction.....	161.29	.....
Austin.....	Mason City.....	39.33	11.37
Wabasha.....	Zumbrota .....	59.00	59.00
Hastings.....	Glencoe .....	74.14	74.14
Glencoe .....	Ortonville.....	127.96	127.96
Sabula .....	Marion .....	86.80	.....
Farley .....	Springville.....	41.30	.....
Springville.....	Paralta .....	2.30	.....
Marion .....	Cedar Rapids.....	5.40	.....
Madison.....	Portage .....	39.00	.....
Oshkosh .....	Ripon .....	20.00	.....
Viroqua Junction.....	Viroqua .....	32.20	.....
Racine.....	Port Byron Junction.....	192.00	.....
Eagle .....	Elkhorn .....	16.50	.....
Watertown .....	Hampton Coal Mines.....	4.25	.....
Davenport .....	Fayette.....	125.60	.....
Eldridge .....	Maquoketa .....	32.30	.....
Milwaukee .....	Cemment Mill.....	1.20	.....
Marion Junction.....	Running Water.....	62.31	.....
Marion Junction.....	Mitchell .....	44.30	.....
Sioux City.....	Yankton .....	61.00	.....
Davis Junction.....	Sioux Falls.....	74.00	.....
Chicago .....	Byron .....	88.00	.....
La Crosse.....	Flandreau.....	311.00	303.00
Wells.....	Mankato .....	40.00	40.00
Fayette .....	Junction Iowa & Dakota Div..	25.00	.....
Libertyville.....	Libertyville Junction.....	3.00	.....
Lone Rock.....	Richland Center.....	16.00	.....
Total length.....		3,000.26	884.44



Miles of iron rail.....	2,331.26	754.44
Miles of steel rail.....	669.00	130.00
Additional track and sidings.....	425.00	118.00

*Gauge of Road*—8½ feet, except Wabasha Division, which is 3 feet.

*Stations*—139 in Minnesota; common points in Minnesota, 14.

*Bridges and Trestles*—In Minnesota, 31 wooden bridges, aggregating 4,752 feet 5 iron bridges, aggregating 992 feet, and 333 wooden trestles, aggregate length 33,655 feet.

*Fences*—610 miles of boards and posts, and 6 miles of wire; cost \$246,286, or an average of \$1.25 per rod.

*Railroad Crossings at Grade*—W. & St. P. at Junction near Winona, and at Owatonna; St. P. & D., and St. P., M., & M., at St. Paul; St. P. & S. C. at Shakopee; and M. & St. L. at Chaska.

*Equipment*—Applying to 3,000 miles of road: 344 locomotives, 141 passenger cars, 109 express, baggage and mail cars, 6,757 box freight and stock cars, 18 sleepers and parlor cars, 1,845 flat and coal, and 261 other cars.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage in Minnesota</i> —Of passenger trains.....	495,834
Of freight and mixed trains.....	884,884
	<hr/>
	1,380,718
Empty freight car mileage.....	4,914,225

*Speed of Trains*—Average miles per hour—22 for express and 20 for mail and accommodation; for freight, highest 15, and 10 schedule rate.

*Tariffs*—Average rate per mile, 2.92 cents for passengers; 1.28 cents per ton for through and 1.78 cents for local freight.

#### *Tonnage*—

	Tons.
Grain.....	185,818
Agricultural products except grain.....	3,640
Flour and meal.....	165,862
Provisions.....	2,234
Manufactures.....	4,209
Animals.....	11,152
Lumber.....	75,362
Other forest products.....	15,919
Iron, lead and mineral products.....	3,619
Stone, brick, lime, cement, sand, &c.....	22,007
Coal.....	589
Merchandise and other articles.....	56,744
	<hr/>
Total.....	547,155
Freight carried in Minnesota, but forwarded from stations in other States.....	354,075
Total number of tons carried in Minnesota.....	901,230

*Passengers*—Whole number carried in Minnesota, 625,152; passenger mileage, or number of passengers carried one mile, 21,180,886; average distance traveled by each passenger, 34 miles.

*Fuel Consumed*—29,297 cords of wood, and 31,403 tons of coal.

## Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and mis- cellan'us freight.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
La Crescent.....	366	113,948	235		25	10	2,015
Dakota.....	24,855	1,062					75
Lamaille.....	11,961	1,849	3,616				17
Winona.....	129,275	135,159		32	40	31	1,159
Minnesota City.....	38,034		8	1			2
Minneapolis.....	60,878		4		2		30
Weaver.....	28,390	3,111	1	1			90
Kellogg.....	63,939	7,567		1			24
Wabasha.....	239,741	117,126	67,830	3	11		3,521
Read's Landing.....	22,406	5,336		2			92
Lake City.....	127,959	104,566	20,256	241			1,049
Frontenac.....	2,034	16,114	1,825	1	16		113
Red Wing.....	112,119	41,130	243,355	75	115		8,384
Etter.....	15,241						1
Eggleston.....	18,210	409					1
Hastings.....	203,794	27,827	62,559	31	83		980
Langdon.....	9,229	489	10	18			11
Newport.....	337	1,434	2				2
Saint Paul.....	204,890	25,923	30,445	396	3,081	1,274	14,053
East Wabasha.....							
Glasgow.....	20,543	217					25
Thiefma.....	57,699	9,010	25	1			44
Tracy.....	2,107		5				8
Keegan.....	544						2
Millville.....	70,821	9,966		1			25
Jarrett.....	506						
Hammond.....	65,248	5,500	1,569				8
Zumbro Falls.....	19,634	9,187					20
Mazeppa.....	15,283	41,793	50,519	1			2,831
Forest Mills.....	9,704	9,464	11,017		9		537
Zumbrota.....	36,739	16,849		12	16	56	392
Fairfield.....	86,497	1,018				30	47
Prior Lake.....	42,522					27	9
Shakopee.....	8,791	489	27,891			10	539
Chaska.....	6,395	6,294	5,325	14		164	11,271
Carver.....			14				138
Benton.....	19,941		7,517	4	5	10	70
Norwood.....	135,376	4,391	7,810	23			464
Plato.....	25,153	1,399		7			43
Glencoe.....	197,969	15,609	6,358	109	4	203	1,654
Brownston.....	142,064	31,909	8	174			146
Stewart.....	83,943	22,172	13	40			130
Hector.....	80,283	26,947		172			245
Bird Island.....	44,788	8,116		9			72
Ollvia.....	39,987	8,223	437	17			49
Renville.....	86,856	18,646		18			258
Sacred Heart.....	85,111	2,940		12			28
Minnesota Falls.....	23,962		262	1	5		4
Granite Falls.....	179,934	5,519	6	2			675
Montevideo.....	264,811	10,984		16			373
Watson.....	65,723	455		11			2
Milan.....	24,030			1			10
Appleton.....	141,984	2,181	1	2	1		273
Odessa.....	7,658						3
Ortonville.....	49,681	53		1	2		95
Lyle.....	61,995	22,188	400				98
Leroy.....	151,479	12,555	2	69			338
Taopi.....	104,165	5,653		13			164
Adams.....	81,361	535		27			39
Rose Creek.....	110,237	41,068		113			24
Austin.....	161,234	31,249	4,852	74			1,104
Ramsey.....	4,069		12	2	204		289
Lansing.....	25,688	5,245		5			19
Blooming Prairie.....	119,680	17		16			98
Aurora.....	19,595	1,038		11			47
Somerset.....	28,100		625				2
Owatonna.....	10,117		20,062	30	3	10	1,894
Medford.....	350		23,893	4		120	214
Fairbault.....	11,423		93,491	40	18	207	3,364
Dundas.....	2,785	3,732	36,075				1,033

*Commodities Shipped from Stations.—(Continued.)*

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumber	Other products of the forest.	Mdse. and miscellaneous freight.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Northfield .....	13,826		68,726	2	5	21	1,065
Castle Rock .....	5,837						13
Farmington .....	49,278	801	200				75
Rosemont .....	44,222						38
St. Paul Junction .....							2
Minneapolis .....	30,400	4,378	509,617	106	13,444	1,390	19,890
Mound Prairie .....	667						
Houston .....	350	36	2,527	1			75
Rushford .....	5,471		7,254	33			108
Hokah .....			2,463	2			65
Peterson .....	2,013			4			2
Whalan .....	399	589	2,471	4			212
Lanesboro .....	3,240	1,604	6,375	7			119
Islnours .....	1,557		3,451				57
Fountain .....	14,802		250	4			37
Wykoff .....	7,617		845	3			91
Spring Valley .....	12,725	1,453		10			41
Grand Meadow .....	11,593	1,533		1			16
Dexter .....	3,350	562	1				3
Brownsdale .....	1,933	3,091					
Oakland .....	4,844	518	2				
Hayward .....	4,750						
Albert Lea .....	11,887	33		112			251
Armstrong .....	1,232						4
Alden .....	10,875	1,142		7			92
Wells .....	10,403	3,120	240	18			37
Minnesota Lake .....	9,011	1,058		2			12
Mapleton .....	7,055	2,776		1		10	16
Good Thunder .....	2,813						721
Mankato .....	3,972	533	1,325	138	11	310	3
Easton .....	2,885	2,727		2			12
Delavan .....	9,652	882		9			436
Winnebago .....	6,090	4,536	2,028	5			
Huntley .....	350						31
Fairmont .....	833	4,729		16			2
Sherburn .....	400	1,333		17			30
Jackson .....	817	1,735	2	22			35
Lakefield .....				2			3
Fulda .....	945			1			1
Edgerton .....	770			1			2
Pipestone .....	398	602		1			
Total of each class.....	4,647,534	1,035,439	1,336,102	2,385	17,100	3,873	84,425
Total each class in tons	139,426	23,297	133,611	2,385	34,200	3,873	84,425
<i>Westward.</i>							
La Crescent .....			215		16	96	2,442
Dakota .....	26						23
Lamaille .....	10	99	154	2			25
Winona .....	185				626	1,235	2,041
Minnesota City .....	14	10		13			117
Minneiska .....	27,137				25		282
Weaver .....	1,083	7,278	1	1	5		247
Kellogg .....	6,501	101	8	4			139
Wabasha .....	450		52	13	52		671
Read's Landing .....			25	8			189
Lake City .....	95,818	11,300			10		1,092
Frontenac .....	54,849		100	1	5	30	875
Red Wing .....	1,167	7,288		1	2,719	60	8,590
Eggleston .....	430						13
Efter .....							14
Hastings .....	69,702	10,837	381	20	2,911	7,902	2,619
Langdon .....	39,074	449		1			59
Newport .....	1,395		1				40
Saint Paul .....	88,767	5,778	461	10	970	1,201	2,530
East Wabasha .....	345		9		1,460	277	870
Thielman .....	1,622						10

*Commodities Shipped from Stations.—(Continued.)*

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and miscellaneous freight.
<i>Westward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Tracy .....	2,738						1
Keegan .....	2,133						19
Millville .....	4,806						1
Hammond .....	31,934						4
Zumbro Falls .....	38,935						49
Mazeppa .....	74		80	1	10	384	1
Forest Mills .....						62	51
Fairfield .....	66	4					13
Prior Lake .....							3,412
Shakopee .....	7		100	20	761	21	4,235
Chaska .....		151			1,804	21	193
Carver .....	78						47
Benton .....					1		12
Norwood .....			389		20		185
Plato .....	82	3		1		10	19
Glencoe .....	446	928	75	37	163	90	3
Brownston .....		644	209	30			8
Stewart .....			17		2		30
Hector .....		33		30			17
Bird Island .....		445		15	5		17
Olivia .....		533	17	10	6		17
Renville .....	41	1,720		10	5		2
Sacred Heart .....	747	3,902		10		10	1
Minnesota Falls .....			132				125
Granite Falls .....		1,042	27				307
Montevideo .....		6,863		5	304		43
Watson .....		444	1	1			1
Milan .....		531	1	2			70
Appleton .....	34	915	1,199	5	93		2
Odessa .....	8				5		10
Correll .....							3,771
Lyle .....		34,552		538	5		130
Leroy .....	42	1,511		72			126
Taopi .....		1,091		3			34
Adams .....		1,920		3			60
Rose Creek .....	8	1,427		1			427
Austin .....		5,834		20			716
Ramsey .....		51,157	62	55	5		50
Lansing .....	2,233	1,911					95
Blooming Prairie .....	46,222	8,112		34			2
Aurora .....	2,760	444		1			3
Somerset .....	2,767						1,300
Owatonna .....	667		5	17		50	50
Medford .....				11			1,221
Faribault .....	8,779	600		5	40	88	133
Dundas .....	2,000		2,079	1	25	22	1,045
Northfield .....		311		13	5		191
Castle Rock .....	2,758	3,177		1			167
Farlington .....	30,054	3,530	156	8	10		21
Rosemount .....	14,496	3,957		111			1
St. Paul Junction .....	35,591						98
Minneapolis .....		2,691		10	8,505	45	51
C. C. D. & M. Junction .....				1			10
Hokah .....		36					132
Mound Prairie .....						10	57
Houston .....			51	1	2	80	42
Rushford .....			219				44
Peterson .....		44				72	168
Whalan .....		20					4
Lanesboro .....		2,176	1	3			115
Islnours .....							44
Fountain .....	3		1	1			156
Wykoff .....				1			55
Spring Valley .....		2,298	100	35	1	40	12
Grand Meadow .....		1,324		4			13
Dexter .....		562		12			20
Brownsdale .....		3,307		1			1
Oakland .....							157
Hayward .....							
Albert Lea .....			5	13			

*Commodities Shipped from Stations.—(Continued.)*

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and miscellan'us freight.
<i>Westward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Armstrong.....							
Alden.....		20	24				23
Wells.....		25			15		6
Minnesota Lake.....					4		
Mapleton.....					13		1
Good Thunder.....					1		1
Mankato.....			39			240	82
Easton.....							10
Delavan.....							
Winnabago.....		2,111	627	2			74
Huntley.....		1,105					
Fairmont.....		44					14
Sherburn.....		445					10
Jackson.....		3,091		3			12
Lakefield.....					5		21
Fulda.....		889					11
Edgerton.....							1
Pipestone.....							50
Total of each class....	619,064	200,920	7,023	1,255	20,581	12,046	47,678
Total each class in tons	18,572	4,523	702	1,255	41,162	12,046	47,678

*Business and Receipts by Stations.*

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	<i>Tons.</i>	<i>Tons.</i>	<i>Dollars.</i>	<i>No.</i>	<i>No.</i>	<i>Dollars.</i>
La Crescent.....	7,285	71,400	\$ 41,360 75	2,942	2,090	\$ 6,582 51
Dakota.....	869	106	399 41	842	837	822 04
La Moille.....	822	120	495 92	907	807	586 16
Homer.....				163	295	52 82
Winona.....	12,755	6,685	28,509 41	12,437	12,613	29,662 49
St. Peter Junction.						
Minnesota City.....	1,274	148	801 72	2,713	3,367	5,652 55
Whitman.....					24	
Minneiska.....	3,007	861	2,976 50	1,633	1,563	1,986 53
Weaver.....	1,467	217	1,100 36	756	1,086	1,102 16
Kellogg.....	2,447	373	1,351 46	1,635	1,570	2,259 03
Midland Junction.....				1,095	1,037	556 55
Wabasha.....	20,962	2,680	13,786 55	4,510	5,567	7,969 52
Read's Landing.....	1,086	797	6,002 29	3,916	2,158	5,226 55
Kings Cooley.....				30	55	24 45
Lake City.....	13,748	4,034	20,410 89	9,419	9,164	16,107 35
Frontenac.....	3,323	470	1,693 60	1,902	1,493	1,975 10
Wacouta.....				98	217	54 95
Red Wing.....	51,602	15,446	47,159 18	14,943	14,983	27,477 20
Eggleston.....	583	24	78 42	721	638	436 23
Etter.....	472	17	65 00	603	596	1,394 43
Hastings.....	32,910	7,866	34,377 93	17,529	17,661	27,836 15
Langdon.....	1,560	317	670 55	1,665	1,664	1,125 66
Newport.....	126	299	406 27	2,037	2,691	888 67
St. Paul.....	40,481	121,312	502,797 40	132,491	150,966	183,736 80
East Wabasha.....	4,090	19,712	31,758 35	3,420	2,771	3,301 74
Glasgow.....	646	8	14 00	225	268	81 60
McCracken.....				107	150	42 50
Thielman.....	1,411	257	572 10	781	757	455 88
Tracy.....	967			324	295	155 80
Keegan.....	925			274	274	115 50
Millville.....	1,514	696	1,465 54	1,147	1,041	946 45
Jarrett.....	339			123	135	49 61
Hammond.....	2,881	1,120	1,549 56	520	452	500 45

*Business and Receipts by Stations.—(Continued.)*

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	Tons.	Dollars.	No.	No.	Dollars.
Funk.....				37	44	15 85
Zumbro Falls.....	1,988	333	1,001 69	637	699	469 73
Mazeppa.....	9,747	4,337	5,405 49	1,620	1,353	1,479 11
Forest Mills.....	2,225	653	876 06	696	500	208 48
Zumbrota.....	1,973	1,652	5,483 22	1,384	1,728	1,574 47
Vermilion.....				408	628	153 60
Auburn.....				82	199	38 32
Fairfield.....	2,748	660	1,732 15	1,392	1,239	1,260 68
Prior Lake.....	1,326	286	788 19	1,361	1,348	866 80
Shakopee.....	8,598	2,623	7,326 11	4,683	4,103	4,712 27
Chaska.....	20,171	5,351	15,105 76	4,156	3,904	4,727 63
Chaska Junction.....				99		186 80
Carver.....	330	354	2,016 91	1,660	1,644	1,585 02
Dahlgren.....				23	154	8 27
Benton.....	1,446	961	2,012 04	1,211	1,243	786 42
Norwood.....	5,544	2,696	6,358 94	2,272	2,459	1,896 44
Plato.....	861	547	1,298 50	368	299	319 08
Glencoe.....	9,582	4,471	17,381 20	4,933	5,118	7,391 34
Brownston.....	5,386	2,630	7,529 97	1,041	1,250	1,226 37
Stewart.....	3,199	1,678	5,195 23	1,193	1,106	1,647 94
Hector.....	3,470	1,889	6,539 04	871	840	1,514 20
Bird Island.....	1,673	3,164	10,312 60	900	895	1,753 86
Ollvia.....	1,547	1,363	5,273 48	506	445	1,064 77
Renville.....	3,379	1,275	5,591 09	729	830	1,275 26
Sacred Heart.....	2,782	1,229	4,590 64	573	666	1,050 11
Minnesota Falls.....	774	314	1,346 74	210	201	566 10
Granite Falls.....	6,351	3,914	18,384 49	2,158	2,004	5,050 15
Meyers.....				38	174	19 30
Montevideo.....	9,654	19,817	75,069 14	2,443	2,492	5,747 48
Watson.....	2,049	967	4,207 54	364	447	754 37
Milan.....	746	154	750 25	157	177	183 70
Appleton.....	4,990	7,177	29,979 91	1,303	1,537	3,597 83
Correll.....	10	1	1 07	53	52	54 70
Odessa.....	245	403	1,745 63	163	207	394 60
Ortonville.....	1,592	11,362	45,092 41	1,253	2,053	5,022 64
Lyle.....	7,594	3,429	10,341 09	4,385	3,566	8,751 09
Leroy.....	5,472	2,031	10,174 41	2,130	2,134	3,641 06
Taopi.....	3,572	1,127	3,763 26	1,404	1,199	1,746 92
Adams.....	2,599	362	1,764 95	1,233	1,078	1,803 50
Rose Creek.....	4,461	948	2,200 85	1,608	1,327	1,228 68
Austin.....	7,782	5,527	26,722 28	10,966	10,586	18,588 79
Ramsey.....	2,761	10,830	10,239 91	5,534	6,048	9,682 45
Lansing.....	1,072	386	1,151 38	506	657	683 65
Blooming Prairie.....	5,403	1,762	7,006 62	2,028	2,075	2,375 96
Aurora.....	681	23	124 77	368	381	339 24
Somerset.....	1,076	32	27 12	92	178	23 90
Owatonna.....	5,638	5,606	25,905 68	14,285	14,464	24,244 24
Medford.....	2,799	654	2,451 91	2,108	2,059	1,243 06
Wolcott.....				13	41	5 65
Faribault.....	15,012	9,864	42,135 52	14,825	14,152	21,080 99
Erin.....				29	69	11 75
Dundas.....	5,278	2,545	6,472 22	3,930	4,397	2,778 86
Northfield.....	9,461	6,345	23,772 77	11,365	11,115	13,991 56
Castle Rock.....	535	120	351 33	1,371	1,296	1,071 89
Farmington.....	2,783	2,322	6,257 89	8,396	8,140	10,310 26
Rosemount.....	2,020	611	1,300 93	2,500	2,901	1,844 72
Westcott.....				156	302	69 10
St. Paul Junction.....	1,070	2,366	1,385 54	4,968	5,325	2,318 62
Fort Snelling.....				15,734	17,211	2,433 89
Minnehaha.....				9,835	8,190	1,784 83
South Minneapolis.....				8,947	9,116	688 93
Minneapolis.....	121,974	54,764	230,439 57	146,413	138,630	119,391 81
do Fair Grounds.....				18,846	25,324	2,133 60
Union Elevator.....		45,328	116,259 72			
C. C. D. & M. Junction.....	98	34	70 54	21	23	5 73
Hokah.....	365	565	1,263 79	429	198	359 30
Mound Prairie.....	40	4	20 68	26	40	15 76
Houston.....	564	450	1,059 82	259	294	472 99
Money Creek.....				15	21	5 55
Rushford.....	1,110	320	1,401 17	355	261	526 98

*Business and Receipts by Stations.—(Continued.)*

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	Tons.	Dollars.	No.	No.	Dollars.
Peterson .....	180	49	158 78	92	53	121 28
Whalan .....	344	204	493 67	123	103	91 68
Lanesboro. ....	1,210	1,002	2,504 18	460	465	898 60
Isinours .....	515	698	1,524 30	236	229	409 23
Fountain .....	646	107	480 08	256	235	605 61
Wykoff .....	389	137	726 49	235	206	429 56
Spring Valley ..	808	235	1,425 15	474	514	1,012 03
Grand Meadow ..	514	256	1,050 95	322	309	497 27
Dexter .....	166	78	348 48	179	181	192 27
Brownsdale .....	217	175	624 99	198	182	226 41
Oakland .....	178	111	296 49	86	85	94 80
Hayward .....	144	44	139 12	74	69	84 07
Albert Lea .....	871	1,291	4,567 42	1,130	1,171	1,896 25
Armstrong .....	37	59	175 37	42	34	43 48
Alden .....	389	297	839 67	265	289	274 18
Dodds .....				2	5	3 60
Wells .....	538	865	2,730 27	506	498	789 98
Minnesota Lake ..	338	188	688 90	136	127	142 88
Mapleton .....	312	256	978 33	134	140	143 63
Good Thunder .....	103	185	380 31	110	105	88 57
Raplan .....				26	36	14 85
Mankato .....	1,774	301	2,314 11	477	491	772 30
Red Jacket .....				41	63	6 85
Easton .....	163	108	350 08	78	72	68 60
Delavan .....	330	215	989 80	200	224	357 41
Winnebago .....	1,114	1,048	3,889 58	557	634	1,033 49
Huntley .....	36	99	323 31	112	96	130 85
Fairmont .....	194	410	2,240 52	445	433	825 12
Sherburn .....	81	262	1,141 44	162	176	276 09
Jackson .....	201	449	2,429 39	221	232	531 53
Lakefield .....	67	145	590 16	67	28	135 32
Okabena .....				19	28	41 10
St. P. & S. C. Junction				53	102	150 45
DeForest .....				9	11	9 35
Fulda .....	63	250	1,095 39	149	141	455 97
Iona .....				5	19	7 35
Edgerton .....	27	170	846 77	81	70	199 29
Hatfield .....					5	
Pipestone .....	78	546	2,625 28	177	171	462 56
Total .....	547,155	505,821	\$1,601,213 15	566,291	582,357	\$656,906 76

## EARNINGS AND EXPENSES.

*Gross earnings—*

	All Lines.	In Minnesota.
Freight.....	\$ 7,616,997 75	\$1,341,140 25
Passengers .....	2,755,067 94	665,761 64
Mails .....	246,789 08	
Express .....	214,157 61	126,598 10
Other sources.....	163,269 26	
<b>Total.....</b>	<b>\$10,996,281 64</b>	<b>\$2,133,499 99</b>

*Operating expenses—*

	All Lines.	In Minnesota.
Maintenance of way.....	\$1,497,215 91	
Maintenance of buildings.....	119,642 53	
Maintenance of locomotives.....	324,105 47	
Maintenance of cars.....	564,646 07	
Maintenance of shop, tools and machinery..	43,089 69	
Motive power and care.....	596,431 35	\$1,352,494 48
Train employees.....	427,098 29	
Agents and station labor.....	928,135 18	
Other transportation expenses.....	973,793 40	
Officers' salaries, office and clerical expenses.	186,248 59	
Other general expenses.....	638,065 11	
	<b>\$6,298,551 59</b>	<b>\$1,352,494 48</b>

The gross earnings in Minnesota were 19 per cent of the gross earnings of all lines.

The ratio of passengers to freight earnings of all lines was as 10 to 18.

Gross earnings per mile (average for the year 587 miles) in Minnesota, \$3,634.58; per train mile, \$1.55.

The operating expenses of all lines were 57 per cent of total gross earnings, and the operating expenses of lines in Minnesota 63 per cent of gross earnings in Minnesota.

Operating expenses in Minnesota (average 587 miles) per mile, 2,304.08; per train mile, \$0.98.

Net earnings in Minnesota, \$781,005.51; per mile, \$1,330.50, and per train mile, \$0.57.

The following payments in addition to operating expenses were made from earnings for all lines: Interest on bonds, \$2,522,047.48; 7 per cent dividend on preferred stock, \$859,563.80, and 6 per cent dividend on common stock, \$924,255.56; total, \$4,305,866.84.

## GENERAL BALANCE ON JULY 1ST, 1880.

*Assets—*

Cost of road.....	\$73,836,637 28
Bonds, stock, &c., of other roads.....	3,603,815 22
Stock of material on hand.....	813,989 91
Cash on hand.....	1,288,970 45
Bills receivable.....	13,495 59
Due from agents, other companies, &c. (Current balances.).....	724,222 02

*Liabilities—*

	\$80,281,130 47
Capital stock, preferred.....	\$12,279,483 00
Capital stock, common.....	15,404,261 00
Bonds outstanding.....	47,575,500 00
Incumbrances assumed.....	6,755 00
Unpaid vouchers and pay rolls.....	1,009,702 25
Bills payable.....	195,776 08
Dividends and interest unclaimed.....	39,317 46
Due other companies, &c., current balances.....	334,893 85
Income account.....	3,435,441 83

**\$ 80,281,130 47**



## REGULATIONS, MAILS, ETC.

All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear.

Whistling posts are set 80 rods each side of public highway, and all locomotives must blow whistle at these posts and ring bell until highway is crossed.

Compensation for carrying U. S. mails is as follows:

Minneapolis to Mendota Junction, \$199.42 per mile per annum; Mendota Junction to Austin, \$74.56 per mile per annum; Austin to State Line near Leroy, \$93.20 per mile per annum; Austin to State Line near Lyle, \$65.84 per mile per annum; Mendota Junction to St. Paul, \$139.54 per mile per annum; St. Paul to La Crosse, \$199.42 per mile per annum; Hastings to Ortonville, \$45.15 per mile per annum; Wabasha to Zumbrota, \$42.75 per mile per annum; La Crosse to Jackson, \$53.36 per mile per annum; Wells to Mankato, \$42.76 per mile per annum.

Arrangements with express companies are as follows:

American Express Company pays on River Division \$73 per day; on Wabasha Division  $1\frac{1}{2}$  first class rates; on Southern Minnesota Division  $1\frac{1}{2}$  first class rates on regular matter, first-class rates on butter, fruit, game, etc., and special rates on beer, and messenger's fare \$150 per month.

U. S. Express Company pays on I. & M. Div. \$71.00 per day, on I. & D. Div. \$106.00 per day, and H. & D. Div. \$51.50 per day.

Freight taken at depots.

## ROADS OPERATED UNDER LEASE.

The Dubuque Southwestern Railway, extending from Farley to Paralta, (43.6 miles) and Marion to Cedar Rapids (5.4 miles) in Iowa is not a part of this company, but is operated under a lease. The same is true of the Minnesota Midland Railway extending from Wabasha to Zumbrota, in Minnesota, 59 miles, the Oshkosh & Mississippi River Railway, extending from Oshkosh to Ripon, in Wisconsin, 20 miles, the Viroqua Railway, extending from Viroqua Junction to Viroqua, in Wisconsin, 32 miles, the Sioux City & Dakota Railway, extending from Sioux City to Yankton and from Davis Junction to Sioux Falls, 135 miles, and the Pine River Valley & Stevens Point Railway, extending from Lone Rock to Richland Center in Wisconsin, 16 miles; but the stock and bonds of these companies are owned substantially by the Chicago, Milwaukee & St. Paul Company.

## ACCIDENTS.

## A. To Person.

C. R. McCurdy, September 9, 1879, Minneapolis, coupling, collar bone broken.  
Patrick Hayes, July 2, 1879, Minneapolis, unloading iron, one finger off.  
Levi Hawkins, September, 27, 1879, Minneapolis, hit by telegraph pole and killed.

Thomas Dillon, September 2, 1879, St. Paul, coupling, foot jammed.

P. Dollock, August 25, 1879, St. Paul, fell from train, hip injured.

C. Woodruff, October 14, 1879, Minneapolis, hit by falling lumber, hand bruised

Edward Lawler, October 3, 1879, St. Paul, car off track, leg broken.

Perry Riggle, October 8, 1879, St. Paul, fell from car, killed.

F. Fairbanks, September 30, 1879, Northfield, coupling, hand jammed.

Jno. Hagerty, October 23, 1879, Minneapolis, coupling, thumb jammed.

Jesse St. Cey, October 22, 1879, Short Line, bank caved, head bruised.

Thomas Toole, October 22, 1879, Short Line, bank caved, leg hurt.

Geo. Hastings, October 22, 1879, Short Line, bank caved, leg hurt.

Jas. Dorg, October 11, 1879, Minneapolis, fell off freight house, hip and back injured.

H. J. Jewell, October 11, 1879, Minneapolis, fell off freight house, back injured.

Charles McDonald, October 11, 1879, Minneapolis, fell off freight house, hip and foot injured.

Peter Benson, October 30, 1879, Minneapolis, coupling, finger jammed.

C. W. Snow, November 17, 1879, Minneapolis, repairing car, two fingers mashed.

H. E. Reeves, Dec. 27, 1879, Minneapolis, coupling, arm broken.

J. C. Brennan, February 17, 1880, Medford, hit by lumber, killed.

M. Anderson, November 27, 1879, Short Line, fell from car, arm fractured.

Geo. Rice, March 7, 1880, Minneapolis, coupling, thigh bruised.

E. E. Terrell, June 7, 1880, Faribault, coupling, hand mashed.

G. Peterson, June 14, 1880, Minneapolis, coupling, hand mashed.

C. H. Cooke, June 21, 1880, Minneapolis, coupling, hip bruised.

J. Jepson, September 8, 1879, Zumbro Falls, crossing track in front of engine, killed.

E. McDermott, November 13, 1879, Wabasha, coupling, finger mashed.

W. Buffrine, January 3, 1880, Forest Mills, handling rails and finger mashed.

Chas. Lemon, July 15, 1879, Chaska, crossing rails, caught between planks and foot taken off.

E. J. Parker, September 8, 1879, Prior Lake, coupling, killed.

W. McGill, September 30, 1879, Granite Falls, car jumped track, hip fractured.

P. H. Murphy, November 1, 1879, Montevideo, coupling, three fingers mashed.

Jno. Tierney, November 4, 1879, Ortonville, coupling, hip injured.

F. Horseman, December 9, 1879, Appleton, coupling, one finger split.

Jno. Foster, December 22, 1879, Bird Island, coupling, two fingers hurt.

Martin Bell, February 25, 1880, Chaska, fell from car, killed.

Geo. Studner, January 25, 1880, Chaska, fell on trestle, hip bruised.

C. H. Green, April 3, 1880, Chaska, coupling, body squeezed.

A. Shultz, May 8, 1880, Ortonville, coupling, foot injured.

S. Doyle, June 2, 1880, Bird Island, coupling, hand crushed.

Richard Carroll, July 16, 1879, Lake City, crossing track before engine, skull fractured.

P. Reifenberger, July 21, 1879, Hastings, went between cars while in motion, leg cut.

V. Packet, September 1, 1879, Hastings, went between cars while in motion, foot hurt.

Geo. Ross, Sept. 11, 1879, St. Paul, rope on gravel train, leg bruised.

Andrew Peterson, November 1, 1879, Red Wing, walking on track, hip crushed.

Jno. D. Carr, November 5, 1879, Red Wing, stealing a ride, leg broken.

D. Warren, November 12, 1879, Red Wing, coupling, hand injured.

James Barbee, November 25, 1879, Winona, crossing track before engine, killed.

D. D. A. Stewart, December 31, 1879, Winona, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, head cut and internal injuries.

H. C. Whitney, Dec. 31, 1879, La Crosse, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, part of foot cut off.

Rev. J. B. Cowdry, Dec. 31, 1879, Minneapolis, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

E. J. Blood, Dec. 31, 1879, Red Wing, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

Mrs. E. J. Blood, December 31, 1879, Red Wing, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

Mrs. C. H. Prior, December 31, 1879, Minneapolis, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body and head bruised.

Henry Platt, December 31, 1879, Milwaukee, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

Charles Dunn, December 25, 1879, St. Paul, coupling, foot bruised.

Jos. Hardy, March 4, 1880, Hastings, attempted to get on moving train, killed.

Charles Scott, March 16, 1880, St. Paul, braking, foot crushed.

J. D. Trussone, February 2, 1880, St. Paul, struck by telegraph pole while getting on train, hip bruised.

#### *B. To Trains.*

March 25, 1880, at Benton, a broken rail threw seven empty flat cars in freight train off track; no one hurt.

November 22, 1879, at Hastings, a broken rail ditched four freight cars; no one hurt.

May 1, 1880, at Whitman, truck broke, throwing nine freight cars and caboose off track; no one hurt.

December 31, 1879, at Mendota, sleeper jumped track and rolled down bank, caused by broken rail; seven persons injured.

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### **SOUTHERN MINNESOTA RAILWAY CO.**

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Report concerning the road from Grand Crossing (on the Mississippi, opposite La Crosse, Wis.) to the Dakota line, for the 10 months from July 1, 1879, to May 1, 1880, and concerning the road from Mankato to Wells (Central R. R. of Minnesota) for the four months from January 1st to May 1st, 1880.

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On November 20, 1879, by vote of stockholders, the railroad and property of the Central R. R. of Minnesota (Mankato to Wells) was sold to the Southern Minnesota Railway Co.; and the road was operated by the latter company as a part of its line from January 1st to May 1st, 1880.

Until January 1, 1880, the western part of the main line (from Winnebago City, west) of the road operated by the Southern Minnesota Railway Co., was the property of the Southern Minnesota Railway Extension Co., a corporation organized January 17, 1878, as an auxiliary to the S. M. Ry. Co. to build the line from Winnebago City west. This part of the road was conveyed by the stockholders of the Extension Co. to the Southern Minnesota Railway Company by deed dated January 1, 1880, the Extension company retaining only their claim to the land grant pertaining to the road west of Winnebago City.

By vote of the stockholders of the Southern Minnesota Railway Co., the railroad and other property, except land grant lands, of the Southern Minnesota Railway Co. was sold and conveyed by deed dated January 1st, 1880, to the Chicago, Milwaukee & St. Paul Ry. Co., which latter company took possession May 1st, 1880.

All the foregoing lengths of road have since May 1, 1880, been operated as the Southern Minnesota Division of the Chicago, Milwaukee & St. Paul Ry. Co., and their operations for May and June of the present fiscal year are included in the report of the latter company.

#### **OFFICERS.**

Cornelius B. Gold, President.....	New York City.
H. C. Kingsley, Vice President.....	New Haven, Conn.
P. M. Myers, Secretary.....	La Crosse, Wis.
J. W. Losey, Solicitor.....	" "

Walton Ferguson, Treasurer.....	Pittsburgh, Pa.
P. M. Myers, General Manager.....	La Crosse, Wis.
J. M. Egan, Superintendent and Chief Engineer.....	" "
W. H. Barron, General Ticket and Freight Agent.....	" "
H. G. Haugan, Auditor.....	" "
M. Conant, Land Commissioner.....	" "

*Directors—*

Geo. P. Bissell.....	Hartford Conn.	H. H. Cammann.....	New York.
H. C. Kingsley.....	New Haven, "	F. W. Downer.....	"
H. F. Rudds.....	Norwich, "	J. B. Dumont.....	"
W. Ferguson.....	Pittsburgh, Pa.	C. B. Gold.....	"
		J. C. Easton.....	Chatfield, Minn.

*Executive Committee—*Messrs. Gold, Cammann and Easton.*Annual Election—*Second Thursday in April.

## CAPITAL, STOCK, DEBT, ETC.

Stock issued for bonds of S. M. & R. R. Co. canceled.....	\$1,252,000 00
Stock issued for interest on S. M. R. R. equipment bonds.....	532,200 00

Total common stock issued, .....\$1,784,200 00

All the stock was issued to the holders of the equipment bonds of the S. M. R. R. Co.

The S. M. Ry. Co. has issued no bonds, but is subject to the following of the S. M. R. R. Co., viz.:

First mortgage bonds, due October, 1884, 7 per cent. interest.....	\$ 225,000
Construction mortgage bonds, due Oct. 1887, 7 per cent. interest.....	3,332,000
Deferred interest certificates, 7 per cent. interest.....	233,240
Income certificates, 7 per cent. interest when earned.....	849,660

\$4,639,900

Total of debt and stock.....\$6,424,100

## CHARACTERISTICS.

<i>Length—</i> From Grand Crossing to Dakota line.....	297 25
" from Wells to Mankato.....	40 00

Total number of miles .....337 25

*Average for the year of lengths operated—*

S. M. Extension operated to May 1st from date of completion, as follows:

Winnebago to Fairmont ....	17.00 miles, from July 1, 1878.	Average miles. 82
Fairmont " Jackson.....	26.00 " " Dec. 2, 1878.	
Jackson " Fulda.....	37.10 " " Sept. 7, 1879.	
Fulda " Edgerton.....	28.60 " " Nov. 2, 1879.	
Edgerton " Pipestone.....	14.10 " " Nov. 30, 1879.	
Pipestone " Dakota line...	6.90 " " Jan. 3, 1880.	
Central operated to May 1st from January 1st, 40 miles for 4 months.....		13
Grand Crossing to Winnebago, 167 miles for 10 months.....		140

Average number of miles for the year operated .....	235
Additional sidings and other track, miles.....	17
Steel rail " " " " miles.....	20

*Stations—*34 to Winnebago and 15 west of that point. Common points 7.

*Bridges and trestles*—13 wooden bridges, aggregate length 2,138 feet; 3 combination wood and iron bridges, aggregating 527 feet; 1 iron bridge 140 feet; 283 wooden trestles, aggregate length 34,961 feet. In addition to the foregoing there are between Wells and Mankato 16 wooden bridges aggregating 1998 feet; and 11 wooden trestles, aggregate length 2,208 feet.

*Fences*, between Grand Crossing and Winnebago 72.80 miles of common board and barbed wire, and between Wells and Mankato 1.25 miles of barbed wire.

*Railroad Crossings at grade*, the C. C. D. & M. at C. C. D. & M. Junction. C. M. & St. P., at Ramsey. B. C. R. & N. at Albert Lea, and St. P. & S. C. at Winnebago and Mankato.

*Equipment*—16 locomotives weighing from 30 to 40 tons, 2 from 20 to 30, and 1 from 10 to 20 tons, exclusive of tender; 5 first-class passenger cars; 3 passenger and baggage cars; 3 express and mail cars; 1 passenger, baggage and mail car; 3 baggage, mail and express cars; 206 box freight and stock cars; 93 flat and coal cars; 11 other cars, and 64 hand cars.

#### DOINGS OF THE TEN MONTHS IN TRANSPORTATION.

<i>Mileage</i> , of passenger trains.....	miles,	128,201
"    " freight and mixed.....	"	203,416

Total number of train miles.....	331,617
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*Speed of trains*—Miles per hour—for passenger, highest 24, schedule rate, including stops, 16 to 20; freight, highest 16, schedule rate, including stops, 10.

*Average rates*—3.15 cents per mile for through passengers, and 3.71 cents for local; for freight per ton per mile average 2.71 cents.

#### • *Tonnage*—

Grain.....	tons,	63,917
Agricultural products except grain.....	"	1,823
Flour and meal.....	"	28,802
Manufactures.....	"	2,379
Animals.....	"	5,691
Lumber.....	"	28,007
Other forest products.....	"	9,542
Stone, brick, lime, cement, sand, etc.....	"	2,081
Coal.....	"	2,919
Merchandise and other articles.....	"	17,725

Total.....	"	162,886
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*Passengers*, whole number carried, 57,203. Whole number carried one mile, or passenger mileage, 2,829,841. Average distance traveled by each, 49.47 miles.

*Fuel consumed*, 490 cords of wood and 14,538 tons of coal.

*Freight hauled*, average per train 99.48 tons; average per car, 6.61 tons.

*Commodities shipped from Stations.*

STATIONS.	Wheat.	Other Grain.	Flour.	Other products.	Lumber.	Other prod'ts of the forest.	Mdse. and miscell. freight.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Hokah.....	27,768	3,746	50,129				1,921
Mound Prairie.....	9,535					20	1
Houston.....	41,235	5,803	26,186		97	10	1,396
Rushford.....	32,560	13,990	33,975	103	11		1,341
Peterson.....	18,417	3,464					24
Whalan.....	5,820	6,120	21,657	8			643
Lanesboro.....	36,808	17,925	45,606	22	10		1,832
Isinours.....	18,472		30,804	1			600
Fountain.....	61,229	18,850	3,162	11			341
Wykoff.....	69,128	29,813	5,070	27			125
Spryng Valley.....	133,700	6,238	5	90			683
Grand Meadow.....	223,102	7,109		25			179
Dexter.....	109,069	7,968		2			12
Brownsdale.....	129,017	33,685	16	200			35
Ramsey.....	38,911	4,284	191		10		420
Oakland.....	80,230	10,963		1			5
Hayward.....	47,042	917					1
Albert Lea.....	85,159			151		20	834
Armstrong.....	40,169	3	1				1
Alden.....	141,235	2,666	109	40		833	219
Wells.....	218,501	12,957	4,671	362			986
Easton.....	39,283	882		119			48
Delavan.....	81,845	5,193		1			347
Winnebago.....	54,871	44,281	3,838	2			1,236
Huntley.....	4,695	11,499					3
Fairmont.....	9,213	16,705		61			292
Sherburne.....	15,043	1,307					125
Jackson.....	13,095	14,738	160	1			340
Lakefield.....	2,683	1,451		120			40
Fulda.....	1,672			15			26
Edgerton.....	2,936						11
Pipestone.....	12,972						17
Plandreau.....	19,780	3,796					18
Minnesota Lake.....	16,692	2,479		15			81
Mapleton.....	17,063	2,906				40	23
Good Thunder.....	3,459	1,488	104			141	42
Mankato.....	12,751	1,106	825	53	21	1,020	719
Total each class	1,875,210	294,332	226,509	1,430	149	2,064	14,969
Total in tons.....				1,430	149	2,064	14,969

*Commodities Shipped from Stations.—(Continued.)*

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Other prod's of the forest.	Mdse. miscellaneous freight.
<i>Westward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
La Crosse.....	773	.....	.....	.....	27,687	2,191	14,272
C. C. D. & M. June	2	4	.....	.....	53	33	746
Hokah.....	2,754	92	3	.....	12	160	98
Mound Prairie.....	150	.....	.....	.....	.....	190	20
Houston.....	525	.....	12	.....	10	870	268
Rushford.....	129	.....	217	2	.....	140	159
Peterson.....	130	.....	.....	.....	.....	845	29
Whalan.....	.....	.....	25	.....	.....	.....	98
Lanesboro.....	13	.....	18	.....	71	.....	646
Isinours.....	.....	.....	43	.....	.....	.....	34
Fountain.....	700	.....	.....	8	.....	120	233
Wykoff.....	404	.....	5	.....	.....	160	147
Spring Valley.....	532	628	.....	23	1	213	548
Grand Meadow.....	1,041	3,248	.....	.....	.....	.....	219
Dexter.....	2	546	.....	4	.....	.....	50
Brownsdale.....	2,000	.....	.....	256	.....	1	105
Ramsey.....	1,000	.....	344	.....	.....	.....	1,128
Oakland.....	.....	.....	.....	1	.....	.....	52
Hayward.....	138	.....	.....	.....	.....	.....	?
Albert Lea.....	2,770	.....	.....	30	10	.....	1,236
Armstrong.....	.....	.....	.....	.....	.....	.....	?
Alden.....	8	.....	124	41	.....	.....	67
Wells.....	.....	83	.....	8	10	1,071	827
Easton.....	.....	.....	.....	5	.....	.....	20
Delavan.....	11	.....	.....	.....	.....	.....	6
Winnabago.....	.....	1,310	1,171	.....	.....	.....	226
Huntley.....	.....	.....	.....	.....	.....	.....	20
Fairmont.....	377	.....	2	.....	.....	.....	43
Sherburne.....	.....	.....	.....	.....	.....	.....	26
Jackson.....	.....	13	21	.....	.....	.....	29
Lakefield.....	.....	.....	.....	.....	4	.....	?
Fulda.....	.....	.....	.....	.....	.....	.....	46
Edgerton.....	.....	.....	1	.....	.....	.....	18
Pipestone.....	.....	.....	.....	.....	.....	.....	8
Minnesota Lake.....	.....	.....	.....	12	.....	.....	?
Mapleton.....	360	.....	.....	.....	.....	.....	3
Good Thunder.....	800	180	.....	.....	.....	20	4
Mankato.....	410	.....	.....	.....	.....	1,443	266
Total of each class	15,029	6,164	1,986	394	27,858	7,457	21,772

*Business and Receipts by Stations.*

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts.
	For- warded.	Receiv- ed.	Receipts.	From.	To.	Receipts.	
	Tons.	Tons.	Dollars.	No.	No.	Dollars.	
La Crosse.....	44,173	80,321	\$15,345.14	6,762	6,083	\$21,571.70	\$175,416.84
C. C. D. & M. Junc	832	1,226	4,698.75	83	98	77.20	4,775.95
Hokah.....	8,212	8,351	12,712.99	1,731	1,972	1,707.60	14,420.59
Mound Prairie....	522	39	868.31	228	211	164.15	1,033.06
Houston.....	6,663	3,443	12,826.25	1,652	1,483	2,719.65	15,545.90
Rushford.....	6,493	2,112	13,776.33	2,417	2,357	3,432.66	17,208.99
Peterson.....	1,537	157	2,558.79	506	368	503.25	3,062.04
Whalan.....	3,239	2,635	7,139.71	734	571	674.65	7,814.36
Lanesboro.....	8,678	6,530	20,217.75	2,655	2,887	4,051.75	24,269.50
Isinours.....	4,274	3,846	10,575.74	1,262	1,324	2,003.45	12,519.19
Fountain.....	3,399	648	7,748.26	1,571	1,359	2,689.05	10,417.31
Wykoff.....	3,768	751	8,853.40	1,341	1,051	1,800.50	10,653.90
Spring Valley.....	5,749	1,981	14,524.52	2,872	3,090	4,758.00	19,282.52
Grand Meadow....	7,397	1,476	15,350.66	2,057	1,770	2,815.55	18,165.21
Dexter.....	3,555	1,167	8,657.05	1,063	912	1,068.40	9,745.45
Brownsdale.....	5,337	1,998	13,706.98	1,215	1,163	1,241.90	14,948.88
Ramsey.....	2,914	3,823	8,623.99	6,004	6,406	10,430.04	19,054.03
Oakland.....	2,729	328	7,442.05	699	448	680.60	8,122.65
Hayward.....	1,441	189	3,175.14	544	333	319.15	3,494.29
Albert Lea.....	4,919	5,139	14,177.06	5,339	6,303	8,038.02	22,215.06
Armstrong.....	1,208	126	3,284.14	296	168	152.55	3,436.69
Alden.....	4,661	2,718	11,764.79	1,719	1,391	1,619.63	13,384.42
Wells.....	11,432	6,293	21,364.32	2,988	3,003	5,064.83	26,459.15
Easton.....	1,392	294	4,142.64	399	356	476.50	4,619.44
Delavan.....	2,934	1,595	10,555.06	914	795	1,426.94	11,982.00
Winnebago.....	4,704	6,537	15,265.85	2,444	2,662	4,887.36	20,153.21
Huntley.....	440	319	1,420.00	223	203	222.35	1,642.35
Fairmont.....	1,085	3,176	4,158.25	1,664	1,762	3,139.19	7,297.46
Sherburne.....	634	1,873	2,179.90	716	697	1,190.25	3,370.15
Jackson.....	1,135	3,381	4,248.35	1,174	1,261	3,268.89	7,517.24
Lakefield.....	281	527	955.21	151	82	264.10	1,219.31
Fulda.....	137	1,403	530.18	464	501	1,339.10	1,869.28
Edgerton.....	118	1,458	446.03	206	192	588.55	1,034.58
Pipestone.....	414	1,880	1,738.92	305	352	879.80	2,618.72
Flandreau.....	703	3,981	2,998.44	283	826	1,199.79	4,198.23
Minnesota Lake..	669	229	2,014.60	321	246	348.45	2,363.05
Mapleton.....	669	397	2,003.34	292	327	317.75	2,321.09
Good Thunder.....	384	188	905.94	286	250	272.00	1,177.94
Mankato.....	4,025	651	6,518.85	763	807	1,165.03	7,683.88
La Crescent.....	.....	.....	.....	350	353	512.90	512.90
Money Creek.....	.....	.....	.....	82	128	33.25	33.25
Okabena.....	.....	.....	.....	14	33	22.60	22.60
St. P. & S. C. Cr'g.	.....	.....	.....	198	323	360.60	360.60
De Forest.....	.....	.....	.....	34	61	91.60	91.60
Iona.....	.....	.....	.....	7	14	5.00	5.00
Airlie.....	.....	.....	.....	4	13	2.90	2.90
Rapidan.....	.....	.....	.....	83	77	43.30	43.30
Red Jacket.....	.....	.....	.....	10	8	1.40	1.40
Mileage Tickets..	.....	.....	.....	123	123	3,340.90	3,340.90
Totals.....	162,886	162,886	437,974.30	57,203	57,203	103,013.88	540,988.18



## EARNINGS AND EXPENSES.

<i>Gross Earnings—</i>		<i>Operating Expenses—</i>	
Freight.....	\$437,974.30	Maintenance of way.....	\$77,447.10
Passengers.....	103,013.88	Maintenance of buildings...	6,216.13
Mails.....	11,883.53	Maintenance of locomotives	
Express.....	9,123.00	and machinery.....	30,251.70
Telegraph.....	3,716.15	Maintenance of cars.....	29,968.05
Miscellaneous.....	440.45	Motive power and train em-	
		ployees.....	106,281.05
Total.....	\$566,151.31	Agents, station labor and	
Without Minnesota.....	1,198.56	supplies.....	26,327.46
In Minnesota.....	\$564,952.75	Other transportation, exp..	14,343.67
		General expenses.....	43,355.59
		Total....	\$334,190.75
Operating expenses were 59 per cent. of gross earnings.			
Net earnings.....		\$231,960.56	

*Payments in addition to Operating Expenses—*

Additional equipment.....	\$ 40,820	Reorganization expenses.....	\$ 25,110
“ real estate.....	299	Old claims.....	1,983
Taxes.....	15,411	Stock of other companies.....	35,000
Interest on bonds.....	210,403	Total.....	\$329,026

## GENERAL BALANCE, JULY 30, 1880.

<i>Assets—</i>	
Cost of road and equipment.....	\$6,486,632.39
Materials and cash on hand.....	64,263.12
Stocks and bonds of other companies.....	453,498.36
Accounts receivable.....	21,361.28
	<hr/>
	\$7,025,755.15
<i>Liabilities—</i>	
Capital stock.....	\$1,784,200.00
First mortgage bonds.....	225,000.00
Construction.....	3,332,000.00
Income certificates.....	1,142,376.00
Bills and accounts payable.....	521,087.86
Profit and loss.....	21,091.35
	<hr/>
	\$7,025,755.15.

## U. S. MAILS.

The terms are \$53.36 per mile per year for service once a day each way except Sunday.

## LANDS.

Received of congressional and state grants, acres.....	373,212.90
Sold and contracted to be sold in year ending June 30, 1880, acres..	6,041.97
Receipts from lands in year ending June 30, 1880.....	\$6,365.85
Sold and contracted to be sold in all years to June 30, 1880, acres..	237,074
Receipts from lands in all years to June 30, 1880.....	\$784,829.06
Sold and contracted to be sold from July 1 to Dec. 1, 1880, acres...	1,704.59
Receipts from lands from July 1 to December 1, 1880.....	\$1,753.60
Average price at which sold.....	\$7.09
Average price at which now offered.....	\$6.00

## ACCIDENTS.

## A. To Persons.

September 23, 1879, R. B. Woodworth, brakeman, foot crushed, Winnebago.  
 October 24, 1879, Frank Hitchcock, brakeman; finger hurt, coupling cars, Hokah.

November 21, 1879, Charles W. Doty, brakeman; leg broken, Wells.

February 8, 1880, — Sincomb, near Winnebago, on track, in a hand car of his own construction, without permission and in direct violation of the rules of Company. Struck by passing train. Killed.

April 17, 1880, John Reynolds, brakeman; uncoupling cars at Houston, slipped and fell across tracks. Killed.

April 26, 1880, —. Lewison, a child, crawling between cars at Rushford. Killed.

November 2, 1879, Wm. Hines, in moving cars by hand was caught between them and run over near Edgerton. Killed.

September 20, 1879, James Inman, fireman, train collision near Houston. Sprained leg.

## B. To Trains.

September 20, 1879—freight trains in collision near Houston. No one killed. One fireman injured; leg sprained. 2 engines and 9 cars badly wrecked. Cause, telegraph operator forgot to deliver train orders.

December 20, 1879—St Paul & Sioux City Junction—Southern Minnesota freight train collided with St. Paul & Sioux City passenger train. No person seriously injured. Southern Minnesota engine badly wrecked. Sleeper slightly damaged. Cause, heavy snow storm prevailing at the time prevented freight train men from seeing the crossing.

March 29, 1880—Albert Lea. Collision freight train on Southern Minnesota Railway with freight train on Burlington, Cedar Rapids & Northern Railway. No person injured. One engine and one car slightly damaged. Cause, brakes not able to hold train on account of slippery rail.

The following is a special report for the same ten months ending May 1, 1880, for the

## SOUTHERN MINNESOTA RY. EXTENSION CO.

## OFFICERS.

Walton Ferguson, President.....Pittsburgh, Pa.  
 Fred W. Downer, Vice President.....New York City.  
 H. G. Haugan, Treasurer.....Milwaukee.

All other officers and offices the same as of the S. M. Ry. Co.

*Directors:—*

T. J. Barbour,.....	New York.	H. C. Swords,.....	New York.
H. H. Cammann,.....	do.	J. C. Easton,.....	Chatfield, Minn.
F. W. Downer,.....	do.	W. Ferguson,.....	Pittsburgh. Pa.
J. B. Dumont,.....	do.		

*Executive Committee*—Messrs. Ferguson, Cammann and Downer.

*Annual Election*—Second Thursday in June.

Person to address concerning this report, H. G. Haugan.

## CAPITAL STOCK, DEBT, ETC.

Common stock subscribed .....	\$150,000 00
Proportion for Minnesota .....	110,000 00

The stock was all subscribed in January, 1878, for account of S. M. Ry. Co.

First mortgage bonds, due 1908, 7 per cent interest, \$1,170,000.

Stock and bonds per mile of road (129.7) \$9,846.

The company claims lands but has, as yet, received none.

## CENTRAL RAILROAD COMPANY OF MINNESOTA.

Report for the first six months of the year, from July 1, 1879, to January 1, 1880. During the next four months of the year, from January 1st to May 1st, 1880, the road of this company was owned and operated by the Southern Minnesota Ry. Co., and the operations for such four months are included in the report of the latter company. On May 1st, 1880, the road as a part of the Southern Minnesota came under the management of the Chicago, Milwaukee & St. Paul, and the operations of these two months are included in the C. M. & St. P. report.

## OFFICERS.

John B. Dumont, President, H. W. De Forest, Secretary, and H. F. Shoemaker, Treasurer, all residing in New York city. Managing officers and general offices the same as of the S. M. Ry. The directors were:

John B. Dumont.....	New York.	H. Graves.....	New York.
W. D. Barbour.....	New York.	A. P. Man.....	New York.
H. W. de Forest.....	New York.	H. A. Taylor.....	New York.
I. C. French.....	New York.	H. F. Shoemaker.....	New York.
W. Ferguson.....	New York.	F. H. Weeks.....	New York.
E. K. Goodenow.....	New York.		

Annual election on first Tuesday in May.

## CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, \$8,000,000.00.)

Common stock issued.....	\$381,900
Preferred stock issued.....	319,700
Total.....	\$701,600

The stock issued by the original organization was cut off by foreclosure in 1873. The present common stock was issued wholly for bonds canceled, and the preferred stock was issued for cash advances made since 1873.

First mortgage bonds due Jan. 7, 1898, 7 per cent interest.....	\$ 600,000
Floating debt, about.....	20,000
Total of stock and debt.....	1,321,600
Total of stock and debt per mile of road.....	33,040

The cost of the road was \$1,000,000 for construction and \$21,854 for present equipment, equal to \$25,545 per mile. The right of way is still unsettled.

## CHARACTERISTICS.

Length, from Mankato to Wells, 40 miles; additional sidings, 1.4 miles. No. of stations 6, with 2 common points. Wooden bridges 16, aggregating 1,998 feet, and 11 wooden trestles, 2,208 feet. Fence,  $1\frac{1}{4}$  miles barbed wire, costing \$174.60 or 43 cents per rod. One R. R. crossing at grade, viz: St. P. & S. C. at Mankato. The equipment is one locomotive weighing between 20 and 30 tons exclusive of tender, one combination baggage and passenger car, ten flat cars and six hand cars.

## DOINGS OF THE SIX MONTHS IN TRANSPORTATION.

*Mileage*—19,720 miles of mixed and freight trains; empty freight car mileage, 18,227 miles. The speed of trains was 25 miles per hour as the highest, and 16 to 18 as schedule rates including stops. The average rates for freight and passengers were 4.03 cents per ton per mile for the former and 4.43 cents per mile for the latter.

*Tonnage—*

Grain.....	4,191	Other forest products .....	2,833
Other agric. products.....	589	Stone, brick, lime, cement, etc.	1,233
Flour and feed.....	447	Coal .....	81
Manufactures.....	309	Merchandise and oth. articles.	1,537
Animals.....	532		
Lumber .....	1,070	Total .....	12,822

*Passengers*—Number carried, 4,071; number carried 1 mile or passenger mileage, 109,439. Average distance traveled by each, 26.88 miles.

The fuel consumed was 617 cords of wood. The freight hauled per train 18.92 tons, and per car 7.32 tons.

*Commodities Shipped from Stations.*

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Other products of the forest.	Mdse. and miscellaneous products.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Minnesota Lake.....	33,791	2,738	.....	4	.....	.....	145
Mapleton.....	54,350	1,888	.....	19	.....	10	145
Good Thunder.....	19,178	.....	1	.....	.....	100	177
Mankato.....	21,262	3,950	4,450	252	76	2,688	1,699
Total of each class...	128,581	8,676	4,451	275	76	2,798	2,166
Total in tons.....	3,857	206	445	275	76	2,798	2,166
<i>Westward.</i>							
Wells.....	11	445	15	126	994	35	1,502
Minnesota Lake.....	.....	.....	.....	87	.....	.....	1
Mapleton.....	.....	.....	.....	100	.....	.....	18
Good Thunder.....	3,840	66	.....	.....	.....	.....	6
Total of each class...	3,851	511	15	313	994	35	1,527
Total in tons.....	116	12	2	313	994	35	1,527

*Business and Receipts.*

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts.
	Tons forward'd	Tons received.	Receipts.	No. from	No. to.	Receipts.	
Wells.....	2,669	8,997	3,532 14	1,140	1,165	\$1,636 65	\$ 5,168 79
Minnesota Lake.....	1,317	445	1,804 53	412	359	309 75	2,114 28
Mapleton.....	1,969	881	2,730 52	550	551	456 10	3,186 62
Good Thunder.....	974	771	1,232 37	429	355	305 76	1,538 07
Rapidan.....	.....	.....	.....	65	131	35 50	35 50
Red Jacket.....	.....	.....	.....	9	19	1 35	1 35
Mankato.....	5,893	1,728	5,720 85	1,466	1,491	1,916 20	7,637 05
Mileage Tickets.....	.....	.....	.....	.....	.....	188 10	188 10
Total of above....	12,822	12,822	15,020 41	4,071	4,071	4,849 35	19,869 76

## EARNINGS AND EXPENSES.

<i>Gross Earnings—</i>		<i>Operating Expenses—</i>	
Freight .....	\$15,020 41	Maintenance of way .....	\$ 6,120 28
Passenger .....	4,849 35	Maintenance of buildings ...	1,058 73
Mails .....	872 29	Maintenance of locomotives	
Express .....	480 27	and machinery .....	235 72
		Motive power and care and	
		train employees .....	3,870 64
		Agents and station labor...	1,614 44
		Other transportation ex....	435 40
		General expenses .....	520 03
Total .....		Total .....	\$14,057 53

Operating expenses were 66 per cent of gross earnings; net earnings, \$7,164.79.

The payments in addition to operating expenses were: For additional equipment, \$450.90; taxes, \$855.25; Interest, 303.94; old claims, \$4,623.41; total, \$6,233.50.

The terms for carrying U. S. mails were \$42.76 per mile per annum for one daily mail each way.

## CHICAGO, CLINTON, DUBUQUE &amp; MINN. R. R. CO.

## OFFICERS.

James F. Joy, President .....	Detroit, Mich.
Chas. Merriam, Secretary and Treasurer .....	Boston, Mass.
W. J. Knight, Solicitor .....	Dubuque, Iowa.
F. O. Wyatt, General Sup't and Auditor .....	Dubuque, Iowa.
Joseph Chapman, General Ticket and Freight Agent .....	Dubuque, Iowa.
General offices in Dubuque, Iowa.	

*Directors*—James F. Joy of Detroit, Mich.; and N. Thayer, S. and F. Bartlett, J. A. Burnham, jr., H. H. Hunnewell, J. N. Dennison, A. Hardy, N. Thayer, jr., all of Massachusetts.

Annual election, last Friday in February.

Person to address concerning this report, F. O. Wyatt.

## CAPITAL STOCK, DEBT, ETC.

Common stock issued (for bonds of Co. canceled) .....	\$6,151,440
Proportion for Minnesota, \$736,327	
7 per cent. bonds .....	1,055,000
Total of stock and debt .....	\$7,206,440
Proportion for Minnesota .....	862,610
Average per mile of road .....	34,642

## CHARACTERISTICS OF ROAD.

	Whole length.	Minnesota.
<i>Length</i> —Clinton, Iowa, to La Crescent, Minn. ....	164.50	24.9
Turkey River, Iowa, to Wadena, Iowa .....	43.6	
Total number of miles .....	208.1	24.9
Additional sidings .....	17.6	1.66
Miles of steel rail .....	6.85	

*Stations*, in Minnesota, 5, and 1 common point.

*Bridges and trestles*—4 Howe truss five span wooden bridges, 521 feet; 22 wooded trestles, 3,666 feet long.

*R. R. Crossing at grade*—S. M. Division of C. M. & St. P., near Hokah.

*Equipment*—4 locomotives weighing from 30 to 40 tons, and 9 from 20 to 30 tons, exclusive of tender; 9 passenger cars, 4 express and baggage cars, 344 box freight and stock cars, 78 flat and coal cars, 4 caboose, 2 construction, 2 pile driver and 62 hand cars. Total value, \$240,040 and applicable to the whole road, 208.1 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

*Mileage in Minnesota*—By passenger trains..... 15,840  
Freight and mixed trains..... 19,000

Total number of train miles..... 34,840  
Empty freight car mileage..... 142,296

The speed of trains was from 18 to 25 miles per hour for passenger, and from 9 to 15 miles for freight trains.—The average rates were respectively 3 and 3.8 cents per mile for through and local passengers, and 1.8 and 1.1 per ton per mile for through and local freight carried.

#### Tonnage—

	Tons.
Grain.....	10,202
Agricultural products except grain.....	5,494
Flour and meal.....	814
Animals.....	1,648
Lumber.....	66,424
Other forest products.....	1,150
Coal.....	1,550
Merchandise and other articles.....	12,745

Total..... 100,027

*Passengers*—Whole number carried in Minnesota, 18,021; number carried one mile, or passenger mileage, 348,135; average distance traveled by each, 19.31.

#### Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other Agricultural prod.	Lumber.	Other forest products.	Mdse. and miscellaneous freight.
<i>Southward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Caledonia Junction.....	231,108	27,542	5,200	4,760	10		55
Brownsville.....	23,181		658	2,247			4,164
Southern Minn. Junc.....	833	7,000	1,422		10	20	758
La Crescent.....	19,487	8,976	648	79	10		61
La Crescent Junction.....		11,776		56	57,730	1,130	989
Total.....	274,609	55,294	7,928	7,142	57,760	1,150	6,027
Total in tons.....	8,238	1,659	793	7,142	66,424	1,150	6,027
<i>Northward.</i>							
Caledonia Junction.....		2,835					7
Brownsville.....			215				63
S. M. Junction.....	5,809	383					2
La Crescent.....	1,133						1
Total.....	6,942	3,218	215				73
Total in tons.....	208	97	21				73

## EARNINGS AND EXPENSES.

<i>Gross earnings—</i>		
	Whole Road.	Minnesota.
Freight.....	\$ 352,266 18	\$25,026 54
Passengers.....	138,546 04	12,610 06
Mails.....	14,785 44	1,937 63
Express.....	3,468 54	
Rents, etc.....	746 61	
Total.....	\$ 509,812 81	\$39,574 23

Ratio of passenger to freight earnings, as 1 to 3.16.

*Operating expenses (whole road)—*

Maintenance of way.....	\$103,249	Motive power and care.....	55,669
“ of buildings....	6,578	Train employees.....	25,882
“ of locomotives....	23,704	Ag'ts and station labor....	35,255
“ of pass'ger cars....	12,320	Other transportation exp....	18,767
“ of freight cars....	33,928	Legal expenses.....	10,050
Salaries of general officers, and clerks and office ex- penses.....	22,405	Other general expenses....	18,252
Total.....		Total.....	\$366,060

*General Balance July 1, 1880 (whole road).*

<i>Assets.</i>		<i>Liabilities.</i>	
To operating expenses.....	\$ 193,808 24	By gross earnings.....	\$ 254,060 43
To construction.....	6,233,012 50	By capital stock.....	6,151,440 00
To equipment.....	204,040 00	By C. C. D. & M. 30 years 7 per cent. bonds.....	655,000 00
To material.....	7,282 56	By C. C. D. & M. 5 years 7 per cent. bonds.....	400,000 00
To balance due from others....	3,295 83	By bills payable.....	62,000 00
To due from U. S. government....	3,713 21	By approved vouchers.....	43,840 24
To stock of W. & M. R. R. Co....	57,310 93	By accrued bond coupon inter- est.....	34,591 65
To W. & M. R. R. 8 per cent mortgage bonds.....	27,000 00	By unpaid pay rolls.....	343 66
To Chas. Merriam, treasurer....	24,321 57	By coupon account of bonds due Feb. 1, '84.....	262 50
To C. M. Carter, A. Treasurer....	9,222 32	By income acc.....	48,249 93
To capital stock fractions.....	96 00	By voluntary contributions....	890 06
To Minn. town bonds.....	10,200 00	By interest miscellaneous.....	1,213 30
Cal. & Miss Ry Co.....	86,005 36		
Cal. Miss and Western R. R. Co....	362,613 19		
Chi. B. C. & W. R. R. Co.....	180,160 28		
N. & M. R. E. Guar. Co.....	164,817 46		
Interest on bonds.....	36,924 99		
Old indebtedness.....	128 54		
Dividend account.....	1,884 00		
Suspense Dubuque.....	10,054 59		
	\$7,651,891 57		\$7,651,891 57

## REGULATIONS, MAILS, ETC.

Trains come to a full stop and ascertain that the track is clear before crossing other R. R's. 80 rods from highways the bell is rung and kept ringing until the crossing is passed. Miller's platform, coupler and buffer and the Westing-house air brake are used on passenger trains.

The road between Clinton, Iowa, and La Crescent, Minn., is U. S. mail route 27,012, and for the carriage of mails on all passenger trains, \$12,862.60 are paid per annum.

The American Express Co. runs on the road, is furnished apartment in car for its traffic and pays a per cent. of gross earnings for the service.

The original Co. was organized Jan. 15, 1868. On Oct. 28, 1876, the road was turned over to trustees for bondholders. On March 15, 1879, 2 per cent. cash dividend was paid on the stock of consolidated Co. The road was completed to La Crescent in Oct. 1872. The Turkey River branch in Iowa was completed from Turkey River to Elkport in Sept. 1872, and from Elkport to Wadena, January 1, 1878.

ACCIDENTS.

Sept. 20, 1879. John Hall, brakeman, coupling cars at Caledonia Junction, had one finger jammed off and one finger broken.

Nov. 4th, 1879. Wm. Cutting, brakeman, while switching at Caledonia Junction, slipped and was caught under brake beam and badly bruised, one leg cut.

Nov. 21st, 1879. Wm Crosby, brakeman, while coupling cars at Caledonia Junction, had part of his thumb and two fingers jammed off.

April 4, 1880. R. H. Cunningham, switchman in yard at La Crescent, had one finger jammed off and bone in elbow broken.

CALEDONIA, MISSISSIPPI & WESTERN R. R. CO.

NARROW GAUGE—THREE FEET.

Report for first six months after completion of road, from January 1 to June 30, 1880.

OFFICERS.

F. O. Wyatt.....President, Superintendent and Auditor.  
C. M. Carter.....Secretary and Treasurer.  
W. J. Knight.....Solicitor.  
Joseph Chapman.....General Ticket and Freight Agent.

Address of foregoing officers, Dubuque, Iowa.

General offices the same as of the C. C. D. & M. R. R. Co.

*Directors*—J. F. Joy, Detroit, Mich.; W. H. Harris, Caledonia, Minn.; and F. O. Wyatt, F. Adams, E. P. Lyman, S. A. Wolcott, Joseph Chapman, C. M. Carter and W. J. Knight, all of Dubuque, Iowa. Date of annual election, first Tuesday of September. Person to address concerning this report, F. O. Wyatt.

CHARACTERISTICS OF ROAD.

*Length*—Caledonia Junction, in Houston county, to Preston, in Fillmore county, 58.71 miles. Additional sidings, 3.21 miles.

There are 8 stations. One combination wood and iron bridge of 110 feet, and 144 trestles, aggregating 9,867 feet. The equipment is 4 locomotives of more than 10 and less than 20 tons weight, exclusive of tender, 1 passenger car, 2 combination baggage, express and mail cars, 50 box freight and stock cars, 10 flat and coal cars, 2 other cars and 12 hand cars. Cost of equipment, \$49,970.22.

DOINGS OF THE SIX MONTHS IN TRANSPORTATION.

<i>Mileage</i> —Of passenger trains.....	19,440
And of freight and mixed trains.....	21,384
Total number of train miles.....	40,824

The speed of trains is from 11 to 15 miles per hour for passenger and from 7 to 11 for freight trains. The average rates were, for passengers 3.9 cents per mile, and for freight 6.5 cents for through and 5.05 cents for local per ton per mile.



*Tonnage—*

Grain.....	7,258
Other agricultural products.....	203
Flour and meal.....	510
Animals.....	1,440
Lumber.....	4,414
Coal.....	25
Merchandise, etc.....	2,167
<b>Total.....</b>	<b>16,017</b>

*Passengers*—Whole number carried, 6,321; number carried one mile, or passenger mileage, 116,600; average distance traveled by each, 18.44 miles.

*Commodities Shipped from Stations.*

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Mdse. and miscellaneous freight.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>
<b>Eastward—</b>						
Caledonia.....	51,113	7,333	.....	485	.....	57
Spring Grove.....	60,200	10,200	.....	468	5	16
Newhouse.....	5,433	2,000	.....	64	.....	1
Mabel.....	43,200	6,700	.....	415	.....	34
Canton.....	29,333	2,000	.....	178	.....	6
Harmony.....	9,200	3,200	.....	16	.....	19
Preston.....	11,600	400	5,100	25	.....	120
<b>Total.....</b>	<b>210,099</b>	<b>31,833</b>	<b>5,100</b>	<b>1,647</b>	<b>5</b>	<b>253</b>
<b>Total in tons.....</b>	<b>6,303</b>	<b>955</b>	<b>510</b>	<b>1,647</b>	<b>4</b>	<b>253</b>
<b>Westward—</b>						
Caledonia Junc.....	.....	.....	.....	.....	3,670	1,000
Caledonia.....	.....	.....	.....	.....	.....	36
Spring Grove.....	.....	.....	.....	.....	.....	12
Newhouse.....	.....	.....	.....	.....	.....	50
Mabel.....	.....	.....	.....	.....	.....	4
Canton.....	.....	.....	.....	.....	.....	7
Harmony.....	.....	.....	.....	.....	.....	1
<b>Total.....</b>	.....	.....	.....	.....	<b>3,670</b>	<b>2,019</b>
<b>Total in tons.....</b>	.....	.....	.....	.....	<b>4,410</b>	<b>2,019</b>

## EARNINGS AND EXPENSES.

*Gross Earnings—*

Freight.....	\$21,021 48	Express.....	\$ 339 47
Passengers.....	3,794 30	<b>Total.....</b>	<b>\$25,155 25</b>

*Operating Expenses.*

Maintenance of way.....	\$ 7,655 06	Motive power and care...	\$ 5,092 95
Maintenance of buildings..	190 69	Train employees.....	1,786 99
Maintenance of locomotives	1,178 31	Agents and station labor.	3,803 78
Maintenance of passenger, baggage, mail and express cars.....	64 46	Other transportation expenses.....	1,134 62
Maintenance of freight cars	742 85	General expenses.....	11,818 34
<b>Total.....</b>		<b>Total.....</b>	<b>\$21,649 71</b>

Ratio of passenger to freight earnings as 1 to 6.

Average gross earnings per mile of road.....	\$428 46
Average gross earnings per train mile.....	0 62
Operating expenses were 86 per cent of gross earnings.	
Operating expenses per mile of road.....	\$368 75
Operating expenses per train mile.....	0 53

The excess of earnings over operating expenses, or net earnings, were \$3,-505.54, or \$59.71 per mile of road.

The payments in addition to operating expenses were on account of construction, \$361,508.09, and for equipment \$49,970.22. Total, \$411,478.29.

## GENERAL BALANCE JULY 1, 1880.

**Assets—**

To construction.....	\$361,508 07
To equipment.....	49,970 22
To C. M. Carter, treasurer.....	8,786 92
To station agents.....	600 86
To operating expenses.....	21,649 71
To American Express Co.....	56 66
	<hr/>
	\$442,572 44

**Liabilities—**

By gross earnings.....	\$ 25,155 25
By approved vouchers.....	69 88
By Chicago, Clinton, Dubuque & Minnesota R. R. Co..	362,613 19
By foreign ticket.....	984 12
By voluntary contribution.....	53,750 00
	<hr/>
	\$442,572 44

## REGULATIONS.

Bell is rung 80 rods from highways and kept ringing until crossed. Use ordinary coupler and buffer, and hand brakes. United States mails are carried once each way daily on express trains, but compensation not yet fixed. The American Express Company runs on the road.

The road was completed January, 1880, from Caledonia Junction to Preston.

**ST. PAUL & SIOUX CITY R. R. CO.****OFFICERS.**

H. H. Porter, President.....	Chicago, Ill.
E. F. Drake, 1st Vice President.....	St. Paul, Minn.
Benj. Brewster, 2nd Vice President.....	New York, N. Y.
Geo. A. Hamilton, Secretary.....	St. Paul, Minn.
Jno. C. Spooner, Solicitor.....	St. Paul, Minn.
R. P. Flower, Treasurer.....	New York, N. Y.
J. W. Bishop, General Manager.....	St. Paul, Minn.
E. W. Winter, General Superintendent.....	St. Paul, Minn.
T. P. Gere, Chief Engineer.....	St. Paul, Minn.
F. B. Clarke, General Traffic Manager.....	St. Paul, Minn.
C. D. W. Young, Auditor.....	St. Paul, Minn.
J. H. Drake, Land Commissioner.....	St. Paul, Minn.

*Directors*—H. H. Porter, Chicago; E. F. Drake, St. Paul; J. L. Merriam, St. Paul; Aug. Kountze, New York; C. H. Bigelow, St. Paul; A. H. Wilder, St. Paul; J. Q. Adams, St. Paul; David Dows, New York; Geo. T. Seney, New York; R. P. Flower, New York; H. R. Bishop, New York; J. M. Fiske, New York; P. L. Cable, Rock Island; Philetus Sawyer, Oshkosh; Benj. Brewster, New York.

*Executive Committee*—Messrs. Porter, Flower, Sawyer, Drake, Bishop, Brewster and Dows.

Date of annual election, first Saturday after first Thursday in June.

Person to address concerning this report, C. D. W. Young.

#### CAPITAL STOCK, DEBTS, ETC.

Common Stock issued.....	\$ 4,600,000 00
Seven per cent preferred stock, to represent purchased lines....	4,600,000 00
Total of Stock.....	\$ 9,200,000 00
Proportion for Minnesota, 77.816 per cent, \$7,159,075.81.	
Bonds, 6 per cent., first mortgage, due April 1, 1919.....	\$ 4,600,000 00
Floating debt.....	1,069,954 35
Total of debt.....	\$ 5,669,954 35
Minnesota proportion, 77.816 per cent.; or \$4,412,136.77.	
Total of paid up stock and debt, less \$480,000 of bonds not issued.....	\$ 13,320,000 00
Stock and debt per mile of road owned (409.44 m.).....	32,532 24
Proportion of stock and debt for Minnesota.....	11,571,211 00
Cost of road and equipment.....	13,351,174 53
Cost of road, average per mile owned (409.44).....	32,608 33

#### CHARACTERISTICS OF ROAD.

<i>Length</i> —	Total. In Minn.	
From St. Paul to Sioux City (being the former St. Paul & Sioux City and Sioux City & St. Paul roads).....	268.77	187.52
From Lake Crystal to Blue Earth City.....	34.00	34.00
From Heron Lake to Woodstock (Minnesota & Black Hills R. R.).....	44.00	44.00
From Sioux Falls Junction to Sioux Falls (Worthington & Sioux Falls R. R.).....	58.67	42.53
Luverne to Doon (Rock River Branch).....	28.00	10.56
Total.....	433.44	318.61
Additional siding and other track.....	28.74	23.75
Miles of steel rail.....	104.37	98.28

The foregoing includes 5.20 miles from St. Paul to Mendota, owned and maintained jointly and operated separately by the St. Paul & Sioux City and the Chicago, Milwaukee & St. Paul companies. Also 24 miles of leased Illinois Central track from Le Mars to Sioux City, maintained jointly and operated separately by the Illinois Central and St. P. & S. C. companies.

In addition to the foregoing the St. P. & S. C. company, on March 1, 1880, acquired the St. Paul, Stillwater & Taylor's Falls R. R. and has operated it since that date. The length is as follows:

	Miles.
From St. Paul (Westminster street) to Stillwater.....	17.55
From Stillwater Junction to St. Croix bridge.....	3.25
From Stillwater to South Stillwater.....	3.00
	23.80

*Stations*, 59; common points, 9.

*Bridges and Trestles*—15 Howe truss, aggregating 1,667 feet; 2 iron bridges, together 424 feet; and 212 wooden trestles, aggregate length 30,037 feet.

*Fences*—175 miles of post and board, 8.78 miles of sod, and 72 miles of barbed wire.

*Railroad Crossings at Grade*—The C. M. & St. P. at Shakopee, West Mankato, Winnebago City, and three miles west of Heron Lake; the W. & St. P. between Kasota and Mankato, and the M. & St. L. at Merriam Junction.

*Equipment*—37 locomotives of more than thirty and less than forty tons weight, exclusive of tender; 22 passenger cars, including 3 sleepers; 19 express, mail and baggage cars; 1,417 box freight and stock cars; 284 flat and coal cars, 30 other cars, and 146 hand cars.

## DOINGS OF THE YEAR IN TRANSPORTATION.

*Commodities shipped from Stations on all lines of the Company for the Nine Months from October 1, 1879, to June 30, 1880.*

	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other for- est prod.	Mdse. & Miscel.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Saint Paul.....	26,318	47,091	49	1,126	110	7	2,819
Hamilton.....	19,190		128	19	7		166
Shakopee.....	17,463	14,133	365	111	2	955	182
Merriam Junction.....			1			106	352
Jordan.....	24,623	22,188	9	154	7	90	362
Belle Plaine.....	79,123	940	2,964	350		840	767
Blakeley.....	39,175			174		1,990	138
East Henderson.....	115,639	7,600	6,000	624		60	54
Le Sueur.....	123,147	11,061	7,712	857		111	363
Ottawa.....	13,041		1,221	14	16	10	100
Saint Peter.....	125,461	13,031	5,090	550	17		222
Kasota.....	193	5,428	6	81		936	63
Mankato.....	17,974	27,072	497	476		3,473	1,400
Minneopa.....	22,706						
Lake Crystal.....	88,755	26,732	214	132			55
Madelia.....	56,015	22,639	1	340			73
St. James.....	29,195	26,049		2,328			30
Mountain Lake.....	19,805	28,118	320	275			23
Windom.....	28,778	26,522	1,262	112	2	7	110
Heron Lake.....	400	8,822		765			153
Brewster.....	181	483		305			1
Worthington.....	2,413	8,006	1,557	144		3	42
Garden City.....	339	716		2			29
Edgewood.....	333	8,138		88			4
Amboy.....				118		2	
Winnebago City.....	9,701	2,429	52	153	7		80
Blue Earth City.....	4,330	23,876	4	607		71	78
Dundee.....		460					
Avoca.....	2,126	7,423		135			39
Hadley.....	2,185	541					1
Adrian.....	20,941	20,877			7		51
Luverne.....	59,258	20,167	30	119			64
Beaver Creek.....							1,003
Stillwater Junction.....						473	16
Total of each class.....	948,805	380,542	27,582	10,159	175	9,134	8,840
Total in tons.....	28,464	9,513	2,758	10,159	263	9,134	8,840
<i>Westward.</i>							
St. Paul.....			1,856	3,438	3,550	8,528	39,299
Hamilton.....				5			86
Shakopee.....			506	80		21	404
Merriam Junction.....				109	15	106	319
Jordan.....			265	78		10	22
Belle Plaine.....				52	8	895	187
Blakeley.....						346	766
East Henderson.....			900	114	20	2,820	6
Le Sueur.....				172	14	4,241	1,053
Ottawa.....						1,650	315
St. Peter.....			100	440	24	1,020	68
Kasota.....			6	276		741	126
Mankato.....			395	276	159	6,930	2,333
Minneopa.....						219	
Lake Crystal.....				27		1	49
Madelia.....			4	200			12
St. James.....				546			9
Mountain Lake.....							70
Windom.....			656	56	4	39	179
Heron Lake.....				210		180	144
Brewster.....							13
Worthington.....			222	111			45
Garden City.....			16	4		1	1,942
Edgewood.....			20			10	82
Amboy.....			10			1	11
Winnebago City.....			213	11	339		242
Blue Earth City.....				31			4
Dundee.....							
Avoca.....					9		9
Adrian.....			3	6	100	16	51
Luverne.....							3
Beaver Creek.....				14			3
Stillwater Junction.....							
Stillwater.....		6,471	230	131	8,868	2,243	2,037
Total of each class.....		6,471	5,402	6,387	13,110	30,018	49,890
Total in tons.....		162	540	6,387	19,665	30,018	49,890

*Business and Receipts by Stations on all Lines of the Company for the Nine Months from Oct. 1, 1879, to June 30, 1880.*

	Tons for- warded.	Receipts.		Tons for- warded.	Receipts.
St. Paul.....	62,863	\$297,951 52	Bingham Lake.....		
Hamilton.....	877	896 88	Windom.....	2,240	\$ 5,602 93
Shakopee.....	2,721	4,348 88	Heron Lake.....	1,686	4,092 00
Merriam Junc....	1,015	52,684 97	Brewster.....	336	783 08
Jordan.....	2,048	2,050 54	Worthington....	795	4,915 73
Belle Plaine....	5,796	9,656 17	Garden City.....	2,008	230 52
Blakeley.....	4,591	4,994 45	Edgewood.....	399	1,881 22
E. Henderson....	8,057	15,300 51	Amboy.....	133	2,193 21
Le Sueur.....	11,558	22,473 83	Winnebago City..	1,384	5,273 01
Ottawa.....	2,626	4,272 59	Blue Earth City..	1,518	10,936 74
St. Peter.....	6,969	17,850 75	Dundee.....	12	48 26
Kasota.....	2,365	6,040 03	Avoca.....	423	1,110 73
Mankato.....	16,432	24,676 70	Hadley.....	81	169 50
Minneopa.....	900	2,079 25	Adrian.....	1,235	3,634 35
Lake Crystal....	3,616	11,376 86	Luverne.....	2,691	7,158 83
Madelia.....	2,871	6,853 42	Beaver Creek....	6	2,172 54
St. James.....	4,440	10,227 08	Stillwater Junc..	503	585 62
Mountain Lake..	1,697	3,218 90	Stillwater.....	17,898	20,839 62
				174,790	\$568,581 17

*Commodities Shipped from Stations.*

(On line from St. James to Sioux City during the 3 months from June 30 to Oct. 1, 1879.)

	Wheat.	Other Grain.	Flour.	Other Products	Lumber.	Other Forest Products	Mdse. and Miscel.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Mountain Lake.....	7,626	3,299	115	22	.....	.....	27
Windom.....	7,030	4,058	828	20	1	10	14
Heron Lake.....	377	1,939	.....	10	.....	.....	120
Hersey.....	181	.....	.....	21	.....	.....	38
Worthington.....	535	1,446	652	22	.....	1	43
Sioux Falls Junc.....	42,716	24,901	.....	32	.....	.....	94
Bigelow.....	.....	.....	.....	1	.....	.....	3
Sibley.....	1,490	2,436	.....	5	.....	.....	3
Sheldon.....	3,388	7,875	.....	13	.....	.....	196
East Orange.....	1,428	6,894	.....	2	.....	.....	10
Seney.....	2,650	8,922	.....	.....	.....	.....	2
Le Mars.....	1,418	27,324	474	7	8	519	197
Sioux City.....	59,150	259,798	.....	268	9	.....	578
Total.....	127,989	348,892	2,069	423	18	520	1,319
Total in tons....	3,840	9,769	207	423	27	520	1,319

<i>Westward.</i>							
St. James.....	.....	.....	248	690	9,390	3,255	4,619
Mountain Lake.....	.....	.....	.....	.....	.....	.....	18
Windom.....	.....	.....	116	.....	.....	.....	4
Heron Lake.....	.....	.....	.....	280	.....	.....	107
Hersey.....	.....	.....	.....	.....	.....	.....	1
Worthington.....	.....	104	165	132	.....	5	20
Bigelow.....	.....	.....	.....	.....	.....	.....	11
Sibley.....	.....	.....	.....	1	8	.....	5
Sheldon.....	.....	.....	.....	13	.....	.....	123
Hospers.....	44	.....	.....	.....	.....	.....	.....
East Orange.....	.....	.....	.....	1	.....	.....	2
Seney.....	.....	.....	.....	.....	.....	.....	1
Total.....	44	104	529	1,117	9,398	3,260	4,911
Total in tons....	1	3	53	1,117	14,097	3,260	4,911

*Business and Receipts by Stations.*

(On line from St. James to Sioux City during the 3 months from June 30 to Oct. 1, 1879.)

	Tons forwarded.	Passen- gers, No From		Tons forwarded.	Passen- gers, No From
<i>Eastward.</i>			<i>Westward.</i>		
St. James.....	22,674	2,869	Bigelow.....	14	32
Butterfield.....	.....	19	Sibley.....	138	328
Mountain Lake.....	399	182	St. Gilman.....	.....	18
Bingham Lake.....	.....	36	Sheldon.....	667	791
Windom.....	467	399	Hospers.....	1	55
Wildor.....	.....	2	East Orange.....	250	143
Heron Lake.....	581	357	Seney.....	332	43
Hersey.....	60	123	Le Mars.....	1,587	668
Worthington.....	362	1,422	Merrill.....	.....	.....
Sioux Falls Junc...	2,109	.....	Sioux City.....	9,906	1,908
				39,547	9,395

## EARNINGS AND EXPENSES.

<i>Gross Earnings—</i>		<i>Operating Expenses—</i>	
Freight .....	\$653,509 67	All items, estimated.....	\$675,000 00
Passenger .....	223,748 82		
Miscellaneous .....	103,766 92		
	<hr/>		<hr/>
	\$981,025 41		\$675,000 00

## GENERAL BALANCE SHEET, JULY 1, 1880.

<i>Assets.</i>		<i>Liabilities.</i>	
Cost of road.....	\$12,454,522 60	Capital stock, common.....	\$ 4,600,000 00
Cost of equipment.....	896,651 93	Capital stock, preferred.....	4,600,000 00
Cost of St. P. union depot stock	14,700 00	Funded debt, first mortg. bonds	4,600,000 00
St. P. & S. C. first mortgage		Accrued interest.....	71,340 00
bonds on hand.....	480,000 00	Bills and accounts payable.....	998,614 35
St. Paul, Stillwater & Taylor's			
Falls mortg. bonds on hand..	31,573 50		
Cash items.....	75,780 38		
Due from agents, compan's, &c.	582,591 61		
Material, fuel, &c.....	246,203 33		
Income, &c.....	87,931 00		
	<hr/>		<hr/>
	\$14,869,954 35		\$14,869,954 35

## REGULATIONS, MAILS, ETC.

Governed by state law in regard to crossing of other railroads. When approaching a highway the whistle is sounded at 80 rods distance and the bell rung until passed. Miller's platform, coupler and buffer and Westinghouse's automatic air brake are used on passenger trains.

The compensation for carrying U. S. mails is \$9,890.62 between St. Paul and St. James, \$10,660.96 between St. James and Sioux City, and \$3,181.88 between Worthington and Sioux Falls, on terms of service prescribed by the P. O. Department.

The American Express Company pay  $1\frac{1}{2}$  first class freight rates, and receive, transport and deliver valuable packages for the company free.

## LANDS.

(St. Paul & Sioux City, Sioux City & St. Paul, and St. Paul, Stillwater & Taylor's Falls grants.)

	<i>St. P. &amp; S. C.</i>	<i>S. C. &amp; St. P.</i>	<i>St. P., St. &amp; T. F.</i>
Received in all of grant.....acres	854,268	231,145	44,246
Sold and contracted to be sold in the year ending June 30, 1880.....	19,571	24,288	2,480
Receipts from all sources from lands in the year ending June 30, 1880.....	\$ 155,760 00	150,649 00	17,735
Sold and contracted to be sold in all years to June 30, 1880.....acres	312,749	102,945	9,064
Receipts from all sources from lands in all years to June 30, 1880.....	\$1,778,378 00	691,746 00	31,422
Sold and contracted to be sold in the five months from July 1 to Dec. 1, 1880.....acres	5,430	11,531	400
Receipts from all sources from lands during the same five months.....	\$ 33,323 00	74,685 00	2,400 00
Average price per acre during the year.....	\$ 6 50	6 50	5 57
Average price per acre at which now offered...	\$ 6 50	6 50	6 00

## ACCIDENTS.

Frank Haylack, Oct. 1879, St. Paul; hand smashed while playing around train.

Chas. Odell, March 20th, 1880, Worthington; injured in back while coupling cars.

W. P. Esterley, June 21st, 1880, at Mankato; bruised while coupling cars.



Patrick McNaughton, March 8th, 1880, Le Sueur; fell from top of box car, broke right ankle.

Wm. E. French, Feb. 21st, 1880; Watonwan River; broken rail; killed.

Gabriel Peterson, March 29th, 1880, St. James; coupling cars: smashed thumb.

Lyman Evans, March 11th, 1880, Worthington; switching, smashed forefinger.

John Carson, Jan. 20th, 1880, Belle Plaine; water tank, uncoupling engine from cars, smashed foot.

### CHICAGO, ST. PAUL & MINNEAPOLIS RY. CO.

Report for eleven months ending May 31, 1880, for road from St. Paul, Minnesota, to Elroy, Wisconsin, 197.6 miles, and from Stillwater Junction to Stillwater, 3.8 miles; total, 201.4;

AND\*

#### Chicago, St. Paul, Minneapolis and Omaha Railway Company.

Report for the month of June, 1880, for road from St. Paul to Elroy, and from Stillwater Junction to Stillwater, and also from North Wisconsin Junction, Wisconsin, to end of North Wisconsin railway track, Wisconsin, 80 miles, and from Hudson, Wisconsin, to River Falls, Wisconsin, 12 miles; total, 293.4 miles.

These corporations owned no road during the year in Minnesota, the length operated in this state, 23.8 miles, being leased St. Paul, Stillwater & Taylor's Falls track.

#### OFFICERS.

H. H. Porter, President.....	Chicago, Ill.
Hon. Philetus Sawyer, 1st Vice President.....	Oskosh, Wis.
C. W. Porter, Secretary.....	Hudson, Wis.
Jno. C. Spooner, Solicitor.....	Hudson, Wis.
R. P. Flower, Treasurer.....	New York.
J. W. Bishop, General Manager.....	St. Paul, Minn.
E. W. Winter, General Superintendent.....	St. Paul, Minn.
C. W. Johnson, Chief Engineer.....	St. Paul, Minn.
F. B. Clarke, General Traffic Manager.....	St. Paul, Minn.
C. D. W. Young, Auditor.....	St. Paul, Minn.
C. W. Porter, Land Commissioner.....	Hudson, Wis.
General offices, St. Paul.	

#### Directors—

H. H. Porter.....	Chicago.	P. L. Cable.....	Rock Island.
Hon. Philetus Sawyer.....	Oskosh.	Josiah M. Fiske.....	New York.
R. P. Flower.....	New York.	Augustus Kountze.....	New York.
Benj. Brewster.....	New York.	Jno. L. Merriam.....	St. Paul.
E. F. Drake.....	St. Paul.	A. H. Wilder.....	St. Paul.
H. R. Bishop.....	New York.	Jno. Comstock.....	Hudson.
David Dows.....	New York.		

*Executive Committee*—Messrs. Porter, Sawyer, Flower, Brewster, Drake, Bishop and Dows.

*Annual election*—First Saturday after first Thursday in June.

## DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage in Minnesota</i> —Run by passenger trains.....	27,015
By freight and mixed trains.....	66,000
Total for the year, (paying miles).....	93,015

*Tonage.*

Grain.....	21,005
Other agricultural products.....	30,116
Flour.....	43,806
Provisions.....	1,564
Animals.....	1,057
Lumber and other forest products.....	669
Mineral products.....	202
Stone, brick, lime, cement, sand, etc.....	914
Coal.....	444
Mdse. and miscellaneous.....	17,415
Mdse. and miscellaneous (all freight "received" at stations in Minnesota from stations in other states).....	217,599

Total tonnage carried in Minnesota..... 334,791

*Passengers—*

	Minn.	Whole road.
Number carried.....	65,960	196,841
Passenger mileage or number carried one mile.....	1,105,439	12,875,370
Average distance traveled by each passenger.....	16.7	65.41

*Fuel consumed*—In Minnesota, about 4,024 cords of wood by locomotives.

*Shipments from Stations.*

STATIONS.	Wheat.	Other Grain,	Flour.	Other Farm Prod.	Lumber & other Forest Prod.	Mdse and Miscoel.
<i>Eastward.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Minneapolis.....	104	152	29,839	.....	60	27,067
East Minneapolis.....	.....	.....	.....	.....	46	230
St. Paul.....	19,582	1,163	8,496	967	425	16,278
East St. Paul.....	.....	.....	152	162	85	3,376
Harvester Works.....	.....	.....	.....	.....	.....	21
Posts.....	.....	.....	.....	10	.....	172
Oakdale.....	.....	.....	.....	.....	.....	10
Lake Elmo.....	.....	.....	.....	.....	.....	1
Stillwater.....	.....	1	5,319	4	42	2,963
Stillwater Junction.....	.....	.....	.....	.....	.....	449
Total.....	19,683	1,315	43,806	1,143	658	50,557
<i>Westward.</i>						
East St. Paul.....	.....	.....	.....	.....	.....	10
Stillwater.....	.....	.....	.....	.....	12	2

*Business and Receipts by Stations.*

STATIONS.	FREIGHT.			PASSENGERS.		
	For'd.	Rec'd.	Receipts.	From.	To.	Receipts.
<i>From June 30, 1879, to June 1, 1880.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Number.</i>	<i>Number.</i>	
Minneapolis .....	51,986	25,772	\$ 130,437 70	1,764	2,451	\$ 24,967 44
East Minneapolis .....	251	3,194	5,931 87			
St. Paul .....	45,506	120,869	326,107 69	21,095	23,522	152,717 96
East St. Paul .....	2,763	30,858	33,812 09	48	9	84 91
Harvester Works .....	20	352	612 85			
Posts .....	182	1,869	1,846 65	4	1	9 98
Oak Dale .....	10	25	32 07	28	9	30 76
Lake Elmo .....	1		1 00	1,048	558	399 32
Stillwater .....	7,472	12,247	39,882 65	2,328½	3,218½	12,367 50
Stillwater Junction .....	426	4,076	3,202 25	1,652½	1,361½	2,649 65
Total .....	108,617	199,312	\$541,866 82	27,966	31,130	\$193,217 52
<i>For month of June, '80.</i>						
Minneapolis .....	5,234	3,324	\$ 13,041 07	176	316	\$ 2,772 54
East Minneapolis .....	25	334	918 36			
St. Paul .....	1,497	5,405	15,329 71	2,297	2,881	17,777 61
East St. Paul .....	1,022	8,038	12,767 56	7½	4	9 08
Oak Dale .....		35		4	4	10 46
Lake Elmo .....		33	26 72	183	18½	100 78
Stillwater .....	862	930	3,810 94	228½	345½	1,874 43
Stillwater Junction .....	22	187	180 00	244	145	348 26
Posts .....				1	1	4 05
Totals .....	8,572	18,286	\$ 46,074 36	3,141	3,715	22,897 21

## EARNINGS AND EXPENSES.

*Gross Earnings.*

	WHOLE ROAD.	IN MINNESOTA, BELONGING TO		
		<i>Ch., St. P. M. &amp; O.</i>	<i>St. P., Still. &amp; T. F.</i>	<i>Total.</i>
Freight .....	\$ 887,465 25	\$ 75,789 78	\$ 27,735 42	\$103,525 20
Passengers .....	360,724 44	32,640 69	9,512 68	42,153 37
Express .....	20,457 79	1,886 48	496 87	2,383 35
Mails .....	14,420 21	1,336 20	335 87	1,672 07
Miscellaneous .....	3,247 50	300 13	80 70	380 83
Total .....	\$1,286,315 19	\$111,953 28	\$38,161 54	\$150,114 82

The gross earnings in Minnesota were 11.77 per cent of the gross earnings of the entire line.

Ratio of passenger to freight earnings, as 3 to 8.

Average gross earnings per mile (23.7 in Minnesota) of road, \$6,333.95.

Average of the same per train mile, \$2.25,

Operating expenses were as follows, viz.:

	First 11 Months	June, 1880.
Repairs of locomotives and tenders.....	\$ 26,944 48	\$ 2,758 77
Repairs of cars.....	55,742 59	6,946 80
Repairs of buildings.....	8,275 58	405 12
Repairs of fences, gates and crossings.....	1,451 86	190 88
Repairs of bridges and culverts.....	14,751 46	5,197 14
Repairs of tracks.....	91,571 37	32,444 04
Repairs of tools and machinery.....	6,583 71	842 72
Fuel used by locomotives.....	75,611 43	8,250 09
Fuel and lights used in cars and at stations....	6,694 69	176 90
Oil and waste used.....	5,551 12	592 75
Office and station furniture and expenses.....	4,697 01	365 01
Furniture and fixtures for cars.....	893 76	89 61
Foreign agents.....	3,298 11	110 81
Advertising.....	3,214 95	192 37
Stationery, printed blanks, tickets, &c.....	5,231 21	689 46
Enginemmen, Firemen and wipers.....	58,218 48	6,003 64
Conductors, baggagemen and brakemen.....	38,596 51	3,706 09
Laborers and switchmen.....	50,844 63	4,785 48
Agents and clerks.....	53,218 22	6,053 71
Superintendence.....	19,270 41	1,250 85
Rents.....	19,292 87	1,272 65
Loss and damage (freight and baggage).....	4,998 41	491 95
Loss and damage (stock killed, etc.).....	2,439 35	1,303 89
Injury to persons.....	3,630 25	260 13
Teaming freight, baggage and mails.....	69 70	31 75
Insurance.....	67 50	118 25
Miscellaneous expenses.....	8,900 53	1,394 59
Car hire balance.....	15,429 11	Cr. 1,097 32
New York office expenses.....	2,692 04	228 62
Loss and damage (fire).....	1,538 75	.....
Locomotives hire.....	32 00	.....
Operating North Wisconsin railway.....	5,170 64	.....
Loss and damage (wrecking).....	.....	6 69
Total.....	\$594,862 73	\$ 85,063 44
Taxes (actual).....	44,127 13	3,980 95
	\$638,989 86	\$ 89,044 39

For the first eleven months of the year (Chicago, St. Paul & Minneapolis) the operating expenses of the entire line were 54.56 per cent of gross earnings for the same period. In Minnesota the prorated operating expenses were \$70,015.-34, exclusive of rent of Hudson branch, \$9,716.63; payments to St. Paul, Stillwater & Taylors Falls railroad, \$35,000; total in Minnesota, \$114,832.20, leaving a net balance of \$20,247.62 for the eleven months out of the gross earnings in the state for the same period. Taxes in same 11 months were \$2,758.76 in Minnesota.

#### REGULATIONS, MAILS, ETC.

Trains stop 400 feet from railroad crossings, and at highways ring bell and sound whistle. Use Miller's coupler, buffer and platform. Westinghouse air brakes and hand brakes on each car.

Government pays about \$60 per mile per annum on the main line, and \$25 on the Stillwater branch, for carrying the U. S. mails.

The American Express Company pays a per diem on limited tonnage, taking freight at depots.

The Chicago, St. Paul & Minneapolis Railway Company hauls cars of all railroad and transportation companies in interchange of business, paying for use of same  $\frac{3}{4}$  cent per mile for freight cars.

#### ACCIDENTS.

September 1, 1879, Henry Durkee, conductor of freight train, at Posts station, fell, caught foot under running board, and broke two or three bones.

December 13, 1879, N. Bouse, baggageman, at St. Paul Junction, leaned his head too far out of car, and was struck by flag, causing him to fall out and fracture his arm,

June 26, 1880, E. S. Rockwood, in St. Paul yard, was slightly injured in jumping from freight train.

June 24, 1880, Ed. Moriarity, at Stillwater Junction, was slightly injured in jumping from freight train.

### NORTHERN PACIFIC RAILROAD COMPANY.

#### OFFICERS.

Frederick Billings, President.....	23 Fifth avenue, New York.
Samuel Wilkeson, Secretary.....	" " "
George Gray, General Counsel.....	" " "
Robt. Lenox Belknap, Treasurer.....	" " "
H. E. Sargent, General Manager Eastern Div.....	St. Paul, Minn.
A. Anderson, Chief Engineer.....	Brainerd, Minn.
G. G. Sanborn, General Ticket and Freight Agent.....	St. Paul, Minn.
R. M. Newport, Auditor.....	" "
Jas. B. Power, Land Commissioner.....	" "
General offices—23 Fifth avenue, New York City, and 43 and 45 Jackson street, St. Paul.	

#### Directors.

Frederick Billings.....	Vermont.	Joseph D. Potts.....	Philadelphia.
Johnston Livingston.....	New York.	J. Frailey Smith.....	"
Joseph Dilworth.....	Pittsburgh.	J. M. Denison.....	Baltimore.
C. B. Wright.....	Philadelphia.	Alexander Mitchell.....	Milwaukee.
B. P. Cheney.....	Boston.	J. C. Ainsworth.....	Oregon.
Hugh McCullough.....	New York.	Walton Ferguson.....	New York.
James B. Williams.....	New York.		

*Executive Committee*—Messrs. Billings, Cheney, Harris, Livingston, McCulloch and Potts.

*Annual Election*—Last Wednesday in September. Person to address concerning this report, R. M. Newport.

#### CAPITAL STOCK, DEBT, ETC.

	(Capital stock authorized, \$100,000,000.)	
Common stock issued.....		\$ 49,000,000 00
Preferred stock issued.....		51,000,000 00
		<hr/>
		\$100,000,000 00
Proportion for Minnesota, 228.5 miles of a total of 2,250 miles.		10,155,555 00
Six per cents first mortgage bonds, due 1819.....		3,881,834 41
Floating debt.....		1,404,967 10

No part of bonds applicable to road in Minnesota and at present impossible to determine proportion for Minnesota of floating debt.

*Length in Minnesota—*

From Northern Pacific Junction to Moorhead.....	228.23
From Duluth to N. P. J. (operated jointly with St. P. & D. R. R. Co.).....	23.66
From Sauk Rapids to Brainerd (Western R. R. of Minn.).....	60.50
From St. Paul to Sauk Rapids (leased use of St. P., M. & M. track).....	75.50
<b>Total number of miles.....</b>	<b>387.89</b>
Additional sidings (St. P., M. & M. excepted).....	35.71
Number of miles steel rail.....	205.50

*Stations, etc.*—Number of stations 54, and of common points 23; 134 wooden bridges, aggregate length, 18,062 feet, exclusive of St. P., M. & M.—25.33 miles of wire fence and 33 miles of board @ 94 cents per rod.—R. R. crossings at grade: St. P., M. & M. at Glyndon, and M. & St. L. near Minneapolis Junction.

*Equipment*—52 locomotives, weighing from thirty to forty, 4 from twenty to thirty, and 2 from ten to twenty tons, all exclusive of tender; 8 first class and 13 second class passenger cars, 12 express and baggage cars, 760 box freight and stock cars, 662 flat and coal cars, 71 other cars and 175 hand cars. The foregoing equipment is used also on the road in Dakota.

• DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage</i> —Of passenger trains.....	385,583
Of freight and mixed trains.....	429,503
<b>Total train mileage.....</b>	<b>815,086</b>

Empty freight car mileage, 3,764,216.

The speed of trains is from 20 to 30 miles per hour for passenger and from 12 to 15 for freight. The average rates are 3.99 cents per mile for passengers and 2.4 cents per ton per mile for freight.

*Tonnage—*

Grain.....	76,298
Agricultural products except grain.....	1,889
Flour, meal and millstuffs.....	10,769
Provisions.....	8,105
Manufactures.....	20,483
Animals.....	5,509
Lumber.....	48,140
Other forest products.....	35,658
Iron, lead and mineral products.....	71
Stone, brick, lime, cement, sand, &c.....	4,188
Coal.....	4,284
Merchandise and other articles.....	38,737
<b>Total.....</b>	<b>253,631</b>

*Passengers*—Whole number carried, 111,782 number carried one mile, or passenger mileage, 9,553,517; average distance traveled by each, 85 miles.

*Fuel consumed*—Wood, 28,878 cords, and of coal, 7,254 tons.

*Commodities shipped from Stations.*

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod.	Lumber.	Other Prod. of the Forest.	Mdse. and Miscel. freight.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M ft.</i>	<i>Tons.</i>	<i>Tons.</i>
Rice's.....	52,545			5	11		33
Royalton.....	16,573		2	3	5		8
Little Falls.....	52,570		1	46		1,960	67
Belle Prairie.....	2,614	25				432	6
Ft. Ripley.....				2			4
Brainerd.....	437	247	115	140	76	30	331
Aitkin.....			28	4		39	47
Withington.....					5		
Pillager.....				1			
Motley.....	33,525		9	32	90		12
Aldrich.....	5,820		58	33	1	20	30
Verndale.....	18,811	28	10	23	1		30
Wadena.....	89,545		80	24	19		43
New York Mills.....	1,319				21		35
Perham.....	106,291	513	1,894	54		4	110
Frazee City.....	30	13	3,207	8	6	1	76
Detroit.....	27,790		883	26			96
Audubon.....	32,314	41	347	10			24
Lake Park.....	72,306	41	2	20			51
Hawley.....	48,799		5	15			11
Glyndon.....	245,301	703	20	183	6	1	169
Moorhead.....	243,561	736	1,345	40			294
Dakota Div. stations, west of Moorhead	1,156,642	4,350		1,984	21	1	1,130
Total.....	2,206,793	6,697	8,006	2,653	262	2,478	2,597
Total in tons.....	66,204	134	801	2,653	458	2,478	2,597
<i>Westward.</i>							
S. Paul.....	33	335,559	6,880	8,887	732	73	25,321
Minneapolis.....	438	17,335	6,051	1,844	1,010	22	9,554
St. Anthony.....	30	806		25	1,794	12	826
Anoka.....			3	10	2,171	1	48
Itasca.....			6	1	6		16
Elk River.....		70	301	12	40	30	157
Big Lake.....		4		8			64
Becker.....				78			
Clear Lake.....		69	112	60		20	14
St. Cloud.....	822	64,192	3,707	236	44	2	517
Sauk Rapids.....		1,380	10,939	267	2		286
Rice's.....	7,469		1	3		180	2
Royalton.....	5,835	246	3	3		250	12
Little Falls.....	20,360	24	89	159		1,790	24
Belle Prairie.....	7,643			1			2
Ft. Ripley.....		6	3				1
Brainerd.....	1,500	23,940	505	729	2,580	2,661	1,156
Duluth.....	2,908	17,247	16	4,634	7,046	2,396	22,743
Fond du Lac.....			1	1		650	
Thomson.....		9	1	27	2,791	582	16
Thomson Junction.....		27	50	61	2,748	4,120	48
Aitkin.....			13	264	29	5,140	277
Withington.....						104	
Motley.....	744		33	62	3,015	1,240	578
Aldrich.....	241	1	15	2	29	1,500	168
Verndale.....					20	1,002	12
Wadena.....		40		13	257	1,002	206
New York Mills.....				6	670	3,386	424
Perham.....	3,539	673	460	63	1,653	553	478
Frazee City.....		11	5,931	12	562	1,853	646
Detroit.....		769	1,586	32	7	1,843	111
Audubon.....	200	646	114	29	6	394	131
Lake Park.....		1,314	1	77	6	330	35
Hawley.....	800	5,613	136	43	12	10	58
Glyndon.....	1,426	15,361	2,999	3,601	17		317
Total.....	53,988	485,342	39,956	21,250	27,247	31,146	64,248
Total in tons.....	1,620	8,365	3,995	21,250	47,682	31,146	64,248

*Business and Receipts by Stations.*

STATIONS.	FREIGHT.			PASSENGERS.			Total Re- ceipts.
	For'd.	Rec'd.	Receipts.	From.	To.	Receipts.	
	Tons.	Tons.		Number.	Number.		
St. Paul.....	42,159	5,610	.....	12,710	6,679	.....	.....
Minneapolis.....	14,106	13,127	.....	2,562	3,967	.....	.....
St. Anthony.....	4,017	99	.....	805	.....	.....	.....
Anoka.....	3,858	12	.....	820	52	.....	.....
Itasca.....	27	.....	.....	205	9	.....	.....
Elk River.....	301	4	.....	309	126	.....	.....
Big Lake.....	72	10	.....	274	42	.....	.....
Becker.....	78	.....	.....	181	8	.....	.....
Clear Lake.....	107	5	.....	235	69	.....	.....
St. Cloud.....	2,283	156	.....	517	884	.....	.....
St. P., M. & M. mileage pass.	.....	.....	.....	45,030	45,030	.....	.....
Sauk Rapids.....	1,673	180	.....	1,424	1,225	.....	.....
Rice's.....	2,043	588	.....	826	777	.....	.....
Royalton.....	962	405	.....	800	597	.....	.....
Little Falls.....	6,233	1,860	.....	2,261	1,915	.....	.....
Belle Prairie.....	748	140	.....	453	453	.....	.....
Ft. Ripley.....	7	65	.....	470	286	.....	.....
Crow Wing.....	.....	1	.....	29	149	.....	.....
Brainerd.....	10,207	7,817	.....	4,439	4,179	.....	.....
Duluth.....	42,468	55,578	.....	4,024	850	.....	.....
Fond du Lac.....	651	1	.....	42	38	.....	.....
Thomson.....	5,511	54	.....	.....	.....	.....	.....
N. P. Junction.....	9,044	470	.....	184	269	.....	.....
Norman.....	.....	13	.....	228	103	.....	.....
Island Lake.....	1	12	.....	310	151	.....	.....
Sicotte's.....	.....	18	.....	262	188	.....	.....
Kimberly.....	.....	9	.....	257	261	.....	.....
Aitkin.....	5,826	2,966	.....	2,697	2,170	.....	.....
Withington.....	114	32	.....	359	150	.....	.....
Pillager.....	1	.....	.....	.....	.....	.....	.....
Clayton.....	.....	.....	.....	29	257	.....	.....
Motley.....	8,385	2,172	.....	1,082	941	.....	.....
Aldrich.....	1,992	621	.....	1,119	871	.....	.....
Verndale.....	1,669	979	.....	597	1,261	.....	.....
Gull River.....	.....	.....	.....	529	371	.....	.....
Wadena.....	4,469	1,835	.....	1,833	1,484	.....	.....
Bluffton.....	.....	24	.....	125	124	.....	.....
New York Mills.....	5,102	668	.....	494	909	.....	.....
Perham.....	7,707	1,383	.....	1,798	1,453	.....	.....
Frazee City.....	4,504	863	.....	1,047	704	.....	.....
Detroit.....	3,212	2,061	.....	2,235	2,114	.....	.....
Audubon.....	1,632	837	.....	1,260	1,066	.....	.....
Lake Park.....	2,714	1,503	.....	1,496	1,437	.....	.....
Hawley.....	1,750	984	.....	823	861	.....	.....
Muskoda.....	.....	44	.....	90	93	.....	.....
Smyser's Siding.....	.....	24	.....	183	2,859	.....	.....
Glyndon.....	12,278	20,025	.....	5,130	5,414	.....	.....
Moorhead.....	7,777	5,794	.....	2,924	2,584	.....	.....
Dakota div. sta- tions west of Moorhead.....	.....	.....	.....	.....	.....	.....	.....
Total.....	253,631	253,631	\$1,251,537 69	111,782	111,782	\$381,015 22	\$1632,552 91

*Gross Earnings—*

Freight.....	\$1,251,537 69	Express.....	\$ 32,080 88
Passengers.....	381,015 22	Miscellaneous.....	1,464 79
Mails.....	23,886 03		
Total.....			\$1,689,484 61



*Operating Expenses—*

Maintenance of way.....	\$ 315,199	Motive power and care.....	\$ 180,082
Maintenance of buildings..	8,801	Train employees .....	52,362
Maintenance of locomotives.....	38,578	Agents and station labor...	48,927
Maintenance of passenger cars.....	22,007	Other transportation expenses.....	73,059
Maintenance of freight cars..	38,154	General expenses .....	26,932
		Total.....	\$ 804,101

Ratio of passenger to freight earnings, as 1 to 3.28.

Average gross earnings per mile of road.....	\$ 4,348 74
Average gross earnings per train mile.....	2 07

The operating expenses were 47.6 per cent of gross earnings.

Operating expenses per mile of road.....	\$ 2,069 75
Operating expenses per train mile.....	0 98
Net earnings.....	885,383 80
Net earnings per mile of road.....	2,278 98
Net earnings per train mile.....	1 09

The payments, in addition to operating expenses, were for improvements and betterments, \$115,660; additional equipment, \$178,357.63; taxes, \$27,381.58; to Western Ry. Co., \$90,848.97; to St. P., M. & M. Ry. Co., 41,008.33; total, \$453,256.51.

## GENERAL BALANCE, JULY 1, 1880.

*Assets—*

Property acquired under decree.....	\$ 90,549,557 55
Construction—cost of new road in bonds and stock at par.....	5,147,602 39
Equipment.....	1,243,531 05
Improvements and betterments.....	979,429 58
Supplies.....	1,894,636 13
N. P. R. R. stock and other investments.....	6,127,085 86
Bills receivable .....	1,760 28
Cash.....	401,824 58
Land department expenses .....	136,099 95
Accounts receivable.....	705,268 57
Total.....	\$107,186,795 94

*Liabilities—*

Capital stock, common.....	\$ 49,000,000 00
Capital stock, preferred.....	43,412,645 12
Bonded debt.....	3,881,834 41
Accounts payable.....	915,883 65
Bills payable.....	489,083 45
Land sales.....	8,205,964 57
Profit and loss .....	1,281,384 74
Total.....	\$107,186,795 94

## REGULATIONS, MAILS, ETC.

All trains come to a full stop before crossing other railroads, whistle eighty rods from highways and ring the bell until crossed. Use Miller's platform and coupler, and the Westinghouse automatic air brake.

Since July 1, 1879, the compensation for carrying U. S. mails has been \$13,-445.05 on Minnesota division, and \$5,264.50 on Western Ry. division for one daily mail each way. Since January 1, 1880, the Northern Pacific has run its own express.

## LANDS.

Whole number of acres received .....	990,619.30
Whole number of acres to ensure .....	1,946,980.70
Sold and contracted to be sold, year ending June 30, 1880, acres .....	15,457.00
Receipts from lands, year ending June 30, 1880 .....	\$41,676 00
Sold and contracted to be sold in all years to June 30, 1880, acres .....	406,776.81
Receipts from lands in all years to June 30, 1880 .....	\$2,398,355 42
Sold and contracted to be sold, July 1 to Dec. 1, 1880, acres ....	15,591.00
Receipts from lands, July 1 to Dec. 1, 1880 .....	\$39,667 00
Average price per acre during the year .....	3 12
Average price per acre at which now offered .....	3 00

## GENERAL REMARKS.

Chartered, by congress, July 2, 1864, as the Northern Pacific Railroad Co.

Sold August 12, 1875, for \$100,000 cash to the purchasing committee of the bondholders of the Northern Pacific Railroad Co. for all the bondholders who shall have assented to the plan of reorganization adopted June 30, 1875, and surrendered their bonds for preferred stock of the reorganized company in accordance with said plan.

The main line, Duluth to Moorhead (252½ miles) was opened about September 1, 1871.

Western Ry., of Minn., Brainerd to Sauk Rapids, Minn., 60½ miles, was leased May 1, 1878, the terms being 35 per cent of gross earnings for first five years, 40 per cent thereafter. Lease to continue for ninety nine years from May 1, 1878.

The Northern Pacific has a permanent contract with the St. P., M. & M. Ry. Co., whereby its trains run through between Sauk Rapids and St. Paul, seventy-five and one-half miles, paying for this privilege \$40,000 per annum and a proportion of the station expenses and maintenance of road, based on the wheelage of the trains of each company.

The original Northern Pacific Ry. Co. was by joint resolution of May 31, 1870, authorized to issue its bonds and secure the same by mortgage on all its property, rights and franchises, including the franchise to be a corporation.

Some thirty million dollars of bonds were issued. January 1, 1874, the company made default in the payment of interest, and said default continuing on the 16th of April, 1875, the trustees and certain bondholders commenced proceedings to foreclose. A committee appointed by the bondholders, under a plan of reorganization, became the purchasers of its railroad and all the property and franchises mortgaged, for the benefit of all the bondholders who should assent to said plan and exchange their bonds for preferred stock in the new organization. The re-organization was perfected September 29, 1875.

## ACCIDENTS.

## A. To Persons.

Austin Charles, passenger, injured near Sauk Rapids July 6, 1879. Train ran into a wash-out.

Fred Lowe, brakeman, run over while switching near Wadena, September 19, 1879. Both feet amputated.

Edward Hawley, brakeman, injured in Brainerd yard while switching, November 6, 1879. One foot amputated.

George Allen, brakeman, two fingers crushed while coupling cars at Glyndon, December 1, 1879.

Henry Sawyer, brakeman, one finger crushed while coupling cars at Vernadale, January 1, 1880.

Ole Wick, run over near Audubon. February 17, 1880. Supposed to have been drunk on track.

*B. To Trains.*

July 6, 1879, passenger train ditched near Sauk Rapids—caused by wash-out. One passenger injured.

August 16, 1879, freight train ditched two miles south of East St. Cloud—cause, broken axle under C., M. & St. P. car No. 117. No one injured.

Extra freight going west collided with work train three and a half miles west of Wadena—accident owing to failure to use flag order against work train. No one injured. Accident occurred August 22, 1879.

September 6, 1879, freight train, while standing in wood yard at Kimberly, was run into by second section. No one injured.

September 10, 1879, freight train ditched five miles east of Brainerd, caused by brake-beam coming down. No one injured.

November 13, 1879, freight train broke in two, and detached portion was run into by second section. No one injured.

November 14, 1879, extra freight was ditched near Island Lake, caused by broken axle under freight car. No one injured.

December 28, 1878, passenger train ran off the track near Motley, caused by spreading of the rails. No one seriously injured.

June 16, 1880, freight train ran off track at Rice's Point, caused by misplaced switch. No one injured.

The following supplementary report has been made for the Western R. R. Co., the operations of whose road are included in the report of the Northern Pacific.

## WESTERN R. R. CO. OF MINNESOTA.

The officers are Geo. L. Becker, President; L. E. Reed, Vice-President; R. M. Newport, Secretary and Treasurer; and J. B. Power, Land Commissioner, all of St. Paul.

Directors—Geo. L. Becker, Alexander Ramsey, L. E. Reed, F. R. Delano and R. M. Newport, all of St. Paul; and Johnston Livingston of New York; Fred'k Billings of Woodstock, Vt.; Chas. B. Wright of Philadelphia and Geo. Stark of Nashua, N. H. The executive committee are Messrs. Becker, Livingston, Billings and Wright.

Annual election, 1st Wednesday in June.

## CAPITAL STOCK, DEBT, ETC.

Common stock issued (on account of construction).....\$100,100

This stock was all issued May 1, 1877, to present stockholders at par.

First mortgage bonds, due May 1, 1907, 7 per cent interest.....\$500,000

Land grant mortgage bonds, due May 1, 1907, 7 per cent.....100,000

Total debt.....\$600,000

From the sale of above bonds there was realized the sum of \$250,000 cash.

Total of stock and debt \$700,100 or \$11,570.25 per mile of road.

The cost of the road was \$9,263.42 for right of way, and for construction \$680,378.85: total \$689,642.27 or \$11,399.04 per mile of road.

## GENERAL BALANCE, JULY 1, 1880.

*Assets—*

60½ miles of road at cost.....\$689,642 27

Cash in hands of Treasurer and balances due from individuals.....121,571 67

**\$811,213 94**

**Liabilities—**

Capital stock.....	100,100 00
F. M. bonds due in 1907.....	500,000 00
L. G. bonds due in 1907.....	100,000 00
Interest on bonded debt accrued, not yet due.....	7,653 33
Unpaid vouchers.....	1,560 64
Profit and loss.....	101,899 97
	<b>\$811,213 94</b>

**LANDS.**

Acres received of grant.....	290,830
Acres to inure.....	99,570
Sold and contracted to be sold, year ending Dec. 3, 1879, acres.....	15,196.40
Receipts from lands.....	<b>\$ 20,685.79</b>
Sold and contracted to be sold in all years to Dec. 31, 1879, acres....	19,819
Receipts from lands in all years to Dec. 31, 1879.....	<b>\$ 26,146.59</b>
Average price per acre during the year.....	3.05
Average price at which now offered.....	1.25 to \$8

**GENERAL REMARKS.**

The Western R. R. Co. of Minn. was incorporated under the provisions of Title 1, of Chapter 34 of the General Statutes of Minnesota, and amendments thereto, January 29th, 1874.

A dividend of 10 per cent on capital stock was declared June, 1879.

The work of construction was commenced about the 25th of May, 1877, and the road from Brainerd to Sauk Rapids, 60½ miles, was completed November 1st, 1877.

From that date until May 1st, 1878, it was operated by this company.

May 1st, 1878, the road was leased to the Northern Pacific Railroad Co. for a term of 99 years, at a yearly rental of 35 per cent of its gross earnings for the first five years, and 40 per cent thereafter.

**MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.****OFFICERS.**

W. D. Washburn, President.....	Minneapolis.
R. B. Langdon, Vice-President.....	"
W. D. Hale, Secretary.....	"
A. H. Bode, Treasurer and General Freight and Ticket Agent....	"
I. Atwater, Solicitor.....	"
C. F. Hatch, General Manager.....	"
E. W. Gaylord, Superintendent.....	"
W. W. Rich, Chief Engineer.....	"
M. P. Hawkins, Auditor.....	"

General offices at Minneapolis.

**Directors**—W. D. Washburn, C. C. Washburn, J. K. Sidle, R. I. Baldwin, C. F. Hatch, R. B. Langdon, John Martin, C. I. Martin, C. H. Pettit, W. W. McNair, W. D. Hale, R. P. Russell, Isaac Atwater, J. S. Pillsbury, H. T. Welles, Franklin Steele and A. H. Bode, all of Minneapolis.

*Executive Committee*—Messrs. W. D. Washburn, Langdon, Welles, John Martin and Pettit. Date of annual election of directors—2d Tuesday in October. Person to address concerning this report. Mr. A. H. Bode.

## CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, \$2,000,000.00.)

Common stock issued (construction account), all paid up.....	\$ 2,000,000 00
7 per cent. (gold) 1st mortgage bonds, on line from Minneapolis to Merriam Junction, due Jan. 1, 1907.....	455,000 00
7 per cent. (gold) 1st mortgage bonds, on line from Merriam Junction to Albert Lea, due Feb. 1, 1927.....	950,000 00
7 per cent. 1st mortgage bonds, on line from Albert Lea to Fort Dodge, due June 1, 1907.....	495,818 45
Total bonded debt.....	\$ 1,900,818 49
Floating debt.....	1,000,000 00
Total debt.....	\$ 2,900,818 49
Total stock and debt per mile of road (210 miles).....	23,337 23
Proportion of stock for Minnesota.....	2,000,000 00
Proportion of debt for Minnesota.....	1,926,234 13

## COST OF ROAD.

Of right of way, entire line, Minneapolis to Fort Dodge.....	\$ 59,762 55
Of right of way in Minnesota, Minneapolis to State line.....	\$ 51,838 26
Of construction, entire line, Minneapolis to Fort Dodge.....	4,281,742 17
Of construction in Minnesota, Minneapolis to State line.....	\$ 3,521,876 14
Of present equipment, applying to 210 miles of road.....	319,920 22
Of present equipment, average per mile of road.....	\$ 1,523 43
Of other real estate used exclusively in operating the road.....	89,181 73
Total cost, including equipment of road from Minneapolis to Fort Dodge.....	\$ 4,750,606 67
Total cost, including equipment, per mile.....	22,621 93

## CHARACTERISTICS OF ROAD.

<i>Length</i> —	
Main line, from Minneapolis to Albert Lea.....	108
Main line, from Albert Lea to Fort Dodge, Iowa.....	102
Total owned.....	210
(Minneapolis & Duluth R. R.) Minneapolis to White Bear Lake.....	15
Total number of miles.....	225
of which 136 miles in Minnesota, and 89 in Iowa.	
Additional track and sidings.....	25
No steel rail.	

The length from Minneapolis to White Bear is leased of the Minneapolis & Duluth R. R. Co., the rental being the interest on the bonded debt of the said company of \$280,000, at the rate of 7 per cent. per annum in gold.

The length from Albert Lea to Fort Dodge was opened to the State line in November, 1879, and to Fort Dodge the last of June, 1880, the average length operated for the whole year between Albert Lea and the State line being 74 miles, and between the State line and Fort Dodge 45 miles.

**Stations**—19 in Minnesota.

**Fences**—50 miles of board and wire, costing \$11,200, or 70 cents per rod.

**Equipment**—14 locomotives, weighing between 30 and 40 tons, and 2 between 20 and 30 tons, exclusive of tender, 6 first and 2 second-class passenger cars, 3 express and baggage cars, 255 box freight and stock cars, 162 flat and coal cars, 2 iron, 10 cabooses and 44 hand cars.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Whole number of train miles.....	357,374
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*Speed of trains, miles per hour*—Passenger, highest allowed 30, schedule rate, including stops, 25; freight, highest 15, schedule 12.

**Tonnage—**

Total number of tons.....	378.777
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**Fuel consumed**—15,782 cords of wood.

## Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Agricultural products.	Lumber,	Other Forest products.	Mdse. and Miscellaneous.
<i>Northward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bbls.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
East Minneapolis...	13	346	57	100	123	45	142
Minneapolis...	3,604	3,075	225,012	4,214	276	432	2,544
Eden Prairie...	22,016	767	18				2
Chaska...	126,068	13,514	2	72		580	1,062
C., M. & St. P. Ry.	93,949	9,994	17	21		20	874
Carver...	110,029	26,669	876	190			1,597
Merriam Junction...	2,271			1		30	298
St. P. & S. C. R. R.	611,130	64,167	340	1,060	14	132	818
Jordan...	19,828	537	6,408	283		10	132
Helena...	10,469		10	2		20	277
New Prague...	126,621	875	12	101		1	411
Montgomery...	50,429	286	361	178	36	8,060	95
Kilkenny...	8,373		2	66	26	2,990	34
Waterville...	71,919	563		109	48	1,520	131
Waseca...	103,808		340	380	29	330	354
Richland...	88,054	7,148	380	65			110
Hartland...	64,101	904		16			50
Manchester...	24,463						
Albert Lea...	114,053	365,229		428	20	22	424
B., C. R. & N. Ry.	490	413,634	6,429	16,946	522	985	38,048
C. I. Ry.		4,331		47			17
Twin Lakes...	56,471		3				25
Norman...	13,846			10		1	1
Lake Mills...	100,881	1,388		44			97
Benson's Grove...		1					1
Forest City...	28,173	5,849		47			125
Britt...							5
Fort Dodge...				2			
Total of each class	1,850,909	919,276	240,267	24,364	1,094	15,177	43,792
Total in tons.....	55,527	20,306	24,026	24,364	1,560	15,177	43,792
<i>Southward.</i>							
Duluth...	1,147			1,027			947
St. P. & D. R. R.	176,164	359	12	2,760	3,454	8,773	13,905
White Bear...			162	504	43	246	132
East Minneapolis...				15,192	3,713	150	68
Minneapolis...	419	9,098	349,771		30,716	6,840	15,862
St. P., M. & M. Ry.							15
Hopkins...	9		3,806	20		20	4
Eden Prairie...							1
Chaska...	32			84		10	326
Carver...	395		1	2		9	28
Merriam Junction...		410	1,665	3			50
St. P. & S. C. R. R.	302	44,327	1,675	5,051	21	123	1,126
Jordan...	1,927	353	64,495	1,932		36	35
New Prague...		3		68			126
Montgomery...	1,240		414	4		1,410	69
Kilkenny...				1	64	2,710	270
Waterville...	800			8	40	2,064	5,385
Waseca...	2,021	12	531	118	28		1,186
Richland...	2,127	3,187	152	18			146
Hartland...	1,036	437		37			40
Manchester...							339
Albert Lea...	1,197			25	51		367
Twin Lakes...			5	24			18
Norman...					2		2
Lake Mills...				1			5
Forest City...							1
Total of each class	188,816	58,186	422,689	26,881	38,132	22,392	40,682
Total in tons.....	5,664	1,636	42,269	26,881	54,500	22,392	40,682

*Business and Receipts by Stations.*

STATIONS.	FREIGHT.			PASSENGERS.		
	For- warded.	Rec'v'd.	Receipts.	From.	To.	Receipts.
	Tons.	Tons.		Number	Number	
Duluth.....	2,016	14,157	\$ 3,605 13	.....	.....	.....
White Bear.....	3,558	2,345	4,898 82	3,854	3,620	\$ 1,461 07
East Minneapolis.....	5,430	2,723	4,951 87	.....	.....	.....
Minneapolis.....	154,660	152,441	175,600 17	30,916	30,753	35,214 85
Hopkins.....	713	590	707 21	2,065	2,187	634 18
Eden Prairie.....	681	302	656 50	1,613	1,819	844 10
Chaska.....	6,186	2,684	7,983 37	5,990	5,561	4,470 22
Carver.....	4,311	1,264	5,743 32	3,549	3,389	2,295 35
Merriam Junction.....	967	444	1,366 90	2,769	2,239	1,768 14
Jordan.....	10,501	5,042	19,169 56	3,192	3,040	2,375 05
Helena.....	747	34	790 38	.....	.....	.....
New Prague.....	4,892	1,628	5,820 18	1,987	1,946	1,569 29
Montgomery.....	10,808	881	12,075 28	2,068	1,998	1,674 55
Kilkenny.....	6,803	336	6,446 87	1,391	1,346	1,094 55
Waterville.....	11,357	977	15,837 51	2,126	2,220	1,921 95
Waseca.....	5,513	2,416	13,435 46	5,519	4,873	6,250 11
New Richland.....	3,483	1,728	10,323 60	2,016	1,945	1,639 64
Hartland.....	2,197	1,036	6,465 14	1,382	1,196	996 05
Manchester.....	883	52	2,457 72	325	272	149 85
Albert Lea.....	17,692	11,115	24,854 83	5,375	5,507	9,653 40
Twin Lakes.....	1,847	329	5,359 12	418	320	173 00
Norman.....	431	255	1,429 97	389	373	191 70
Lake Mills.....	3,265	1,701	10,490 27	1,168	1,099	903 78
Benson's Grove.....	1	32	10 67	120	161	48 35
Forest City.....	1,146	1,851	3,809 91	929	864	856 30
Britt.....	6	65	20 26	73	90	68 75
Corwith.....	.....	24	.....	.....	.....	.....
Livermore.....	.....	.....	.....	6	4	6 00
Humboldt.....	.....	.....	.....	4	2	3 92
Fort Dodge.....	2	.....	11 79	.....	4	.....
St. Paul & Duluth R. R.....	32,624	44,662	12,753 06	4,393	5,652	2,043 23
St. P., M. & M. Ry.....	15	1,240	18 47	.....	.....	.....
C. M. & St. P. Ry.....	3,910	5,295	2,501 32	32	1,160	18 70
St. P. & S. C. P. R.....	24,522	27,436	20,883 78	3,851	3,939	4,302 04
B. C. R. & N. Ry.....	57,372	87,300	91,454 01	5,298	4,794	12,595 49
C. & N. W. Ry.....	.....	1	439 36	.....	523	163 00
Central Iowa R. R.....	294	6,391	423 20	1,700	1,700	1,070 00
Storage, mileage. ex. bag.....	.....	.....	.....	.....	.....	507 75
Total of above.....	378,776	378,776	\$ 472,785 11	94,596	94,596	96,964 66

## EARNINGS AND EXPENSES.

<i>Gross earnings—</i>		<i>Operating expenses—</i>	
Freight.....	\$ 472,785 11	Maintenance of way.....	\$ 81,986 59
Passengers.....	96,964 66	Maintenance of buildings.....	9,194 44
Mails.....	8,353 49	Maintenance of rolling stock.....	51,186 40
Express.....	4,360 01	Conducting transportation.....	162,010 39
Total.....	\$ 582,463 27	General expenses.....	35,553 04
		Total.....	\$ 339,930 86

All of which in Minnesota, excepting \$4,378.57 of earnings, and \$6,176.52 of operating expenses.

Rates of passenger to freight earnings, as 1 to 4.6.

Average gross earnings per mile (123 miles) of road, \$4,735.47.

Average gross earnings per train mile, \$1.59.

The operating expenses were 58.36 per cent. of gross earnings.



Average operating expenses per mile of road, \$2,713.45.  
 Average operating expenses per train mile, \$0.93.  
 Excess of earnings over operating expenses, \$230,970.71.  
 Average of the same per mile of road, \$1,877.81.  
 Average of the same per train mile, \$0.63.

The foregoing items are not absolutely correct. The company have operated 34 miles of road from Albert Lea south, an average of 6 months, 1 train each way per day, 3 stations, and only a local trade. Earnings and expenses very light, and both included in gross amounts given in this report. Have also operated the line from White Bear to Duluth, 141 miles, about 1½ months during the year, and the earnings and expenses are included in the gross amounts given in this report, and were not kept separately. In addition to the 123 miles of old road used for these items, there should be added 141.34 miles for the time they were operated respectively, which would reduce the amount of these items slightly. Exact figures cannot be given.

<i>Payments for the year in addition to operating expenses—</i>			
Construction account.....	\$ 870,856 56	Taxes.....	11,561 70
Real estate bought.....	23,445 97		
Interest on bonds.....	152,950 00	Total.....	\$1,095,641 20
Additional equipment.....	36,826 97		

## GENERAL BALANCE SHEET, JULY 1st, 1880.

<i>Assets—</i>	
Construction account.....	\$ 4,231,742 17
Equipment account.....	319,920 22
Lands in Minneapolis.....	89,181 73
Cash.....	27,736 17
Due from agents and companies.....	15,670 20
Materials and supplies.....	31,366 53
Profit and loss.....	213,358 04
	<hr/>
	\$ 4,978,975 06
<i>Liabilities—</i>	
Capital stock.....	\$ 2,000,000 00
Funded debt.....	2,405,000 00
Notes payable.....	408,334 31
Vouchers and accounts.....	165,640 75
	<hr/>
	\$ 4,978,975 06.

## LEGULATIONS, MAILS, ETC.

Before crossing highways, engineer must give two short and one long blast with whistle 200 yards distant, and bell must be rung until crossing is passed.—Compliance with State law found sufficient as to crossing other R. Rs.—Use Miller's platform and coupler between passenger cars, and the Westinghouse automatic air-brake.

Carry one mail each way daily over entire line. Compensation not yet fixed.

The American Express Company runs on the road between Minneapolis and Fort Dodge; rates special and 1½ first-class; takes freight at depots. The U. S. Express Company runs between Minneapolis and White Bear: rates special and 1½ first-class.

The Minneapolis & St. Louis Railway company was incorporated in 1853, as Minnesota Western. Road from Minneapolis to Merriam Junction, 27 miles, completed in December, 1871, and from Merriam Junction to Albert Lea, 31 miles, November 3, 1877.

The branch (Minneapolis & Duluth Railroad) from Minneapolis to White Bear, was completed in August, 1871. The Minneapolis & Duluth road is operated by the Minneapolis & St. Louis under a 999 years' lease. Consideration—the Minneapolis & St. Louis pays the interest (7 per cent. per annum in

gold) on the bonds, amounting to \$280,000.00, of the Minneapolis & Duluth Company.

The road from Albert Lea to the Iowa State line, 13 miles, was completed in November, 1879, and the length from the State line to Fort Dodge, Iowa, 89 miles, on June 28, 1880.

For an annual consideration of \$50,000, the M. & St. L. Co. temporarily runs its trains over the St. Paul & Duluth road from White Bear to Duluth, 143 miles.

It operates also the Fort Dodge & Fort Ridgely R. R., from Livermore to Fort Dodge, Iowa, 29 miles, under permanent lease, in consideration of constructing the road. Has temporary contract with St. P. & S. C., St. P., M. & M., and a 3 years' contract with St. P. & D. R. R. Also temporary contract with the Iowa Central, and a permanent contract with the B., C. R. & N. Ry.

#### ACCIDENTS.

##### A. To Persons.

1879—

Robert T. Williams, July 11, Minneapolis yard; struck and killed by train while walking on track.

Edward Martin, July 14, —, Hopkins, drunk and asleep on track in the night; killed.

I. H. Gilder, August 20, Kilkenny, crossing track ahead of engine; injured.

Thomas Oden, September 15, Minneapolis, porter of sleeping car, head out of window; struck by cattle shute and killed.

Wm. Nixon, September 8, East Minneapolis, fell from top of car while intoxicated; slightly injured.

T. D. Unger, September 10, Minneapolis depot, clambered between cars on crossing; injured.

Daniel O'Brien, September 12, Minneapolis yard, stepped upon pilot of engine while in motion; injured.

N. O. Styver, September 15, Minneapolis, head out of window watching run-away; struck by cattle shute and injured.

George Griffin, September 25, White Bear, coupling cars; arm slightly injured.

Hans Anderson, October 7, Minneapolis yard; man was dead upon the track when engine passed over him.

Lewis Graham, October 13, White Bear, foot caught in frog while coupling and crushed badly.

S. F. Kennedy, October 31, Minneapolis yard, coupling cars; finger crushed.

Charles Santony, November 10, Minneapolis yard, coupling cars; back injured.

Charles Santony, November 26, Hartland, coupling cars; forefinger crushed.

Wm. Mitchell, Nov. 26, south of Albert Lea, struck on knee by cross tie; injured.

Geo. W. Cassidy, November 29, Summit, coupling cars; thumb crushed.

E. Bodey, November 30, Minneapolis, coupling cars; two fingers crushed.

N. Coyne, December 12, Minneapolis, coupling cars; thumb and two fingers crushed.

Geo. Hartnett, December 13, Minneapolis yard, tried to cross train standing on crossing; injured.

Frank Rochetzka, December 30, Jordan Bridge, intoxicated and tried to cross bridge; killed.

1880—

Robert Valentine, January 17, Minneapolis yard, head struck First street bridge; injured.

Charles Santony, February 18, Merriam Junction, fell from top of car, striking frozen ground; instantly killed.

E. Body, February 26, Minneapolis yard; finger crushed while coupling cars.

Charles Woodruff, February 26, Minneapolis yard; finger crushed while coupling cars.

Joseph Mackey, March 1, Waterville, struck by water-spout; injuries insignificant.

John O'Dell, March 15, Minneapolis yard; finger crushed while coupling cars.

I. Lowery, March 24, Minneapolis yard; hand badly crushed while coupling cars.

W. H. Thomas, March 26, Minneapolis yard; struck while passing under bridge, or hurt by stone thrown.

S. S. Johnston, March 26, Merriam Junction; sprained his ankle while switching cars.

Henry Fall, April 6, Kilkenny, coupling cars; shoulder and chest slightly injured.

Thomas Crandall, April 20, North Manchester, struck by mail crane; head injured.

S. A. Wood, May 8, Minneapolis yard, switching cars; leg amputated below the knee.

Chas. P. Usher, May 18, Wyoming, fell from top of car; ankle sprained; train not in motion.

P. M. Maloney, May 19, south of Duluth, fell from top of car while intoxicated; shoulder dislocated.

A. Irish, June 9, Minneapolis yard, coupling cars; hand crushed.

M. Pomethy, June 29, East Minneapolis, struck by switch target; head injured.

#### *B. To Trains.*

1879—

July 3, freight No. 8, off track, cause unknown; 9 cars injured.

September 3, special passenger, struck cars standing close to main line upon side track; cab of engine broken; steam chest and cylinder head damaged, and caboose and flat car injured.

September 22, switch engine struck by car from broken train, down grade; damage slight.

October 15, on transfer track, switch refused to work, cars struck engine; damage small.

November 2, freight No. 8 struck hand cars on curve, destroying one.

December 25, extra freight south, broken rail; 3 cars and caboose injured; trucks torn off and draft irons broken; conductor and baggageman slightly bruised.

1880—

January 3, freight No. 10 off track, broken axle; 3 cars damaged.

February 3, freight No. 19, broken rail; 5 cars detached and 5 thrown from track; damage trifling.

February 4, freight No. 16, broken rail; 5 cars ditched, 2 off track, pair of trucks and draft irons broken; 6 car-loads of ice destroyed.

February 17, freight No. 7, broken rail; caboose off track, trucks broken, body of car injured.

March 27, freight No. 8, track out of line on curve, heavy rains; 4 cars and caboose thrown off; 13 cars damaged.

April 1, freight No. 12, stock car loaded with hay on fire; totally destroyed.

April 30, extra south; 1 car loaded with wood took fire and was destroyed.

June 1, freight No. 34, wash-out; 12 cars ditched; 11 cars loaded with flour damaged.

June 2, engine 10, while standing on transfer track, was injured by cars let down upon track by employees.

June 11, freight No. 12, car jumped track; oil box broken.

June 14, freight No. 9, Eden Prairie, struck 2 cars that had been blown from side track; damage slight.

June 14, freight No. 34, broken rail, ditched 2 cars, 1 off track; damage small.

June 16, freight No. 8, train parted, 1 car jumped track; small damage.

June 18, extra south, car loaded with coal caught fire from sparks; small loss.

June 18, freight No. 10 north, New Prague; car-load ties took fire from sparks; small loss.

June 19, freight No. 36, car jumped track and ran quarter of a mile before it was discovered; 2 cars badly injured and lot of flour damaged.

## BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

### OFFICERS.

J. Tracy, President and Solicitor.....	Burlington, Ia.
W. D. Walker, Secretary.....	Cedar Rapids, Ia.
Alexander Taylor, Treasurer.....	New York City.
C. J. Ives, General Superintendent.....	Cedar Rapids, Ia.
Wm. P. Clark, Chief Engineer.....	"
B. F. Mills, General Ticket Agent.....	"
A. L. Mohler, General Freight Agent.....	"
J. C. Brocksmit, Auditor.....	"
Wm. P. Brady, General Agent.....	"
S. K. Tracy, local attorney on line of road.....	Burlington, Ia.
General offices at Cedar Rapids, Iowa.	

### Directors—

J. Tracy.....	Burlington, Ia.	M. S. Bolles.....	Boston, Mass.
C. Bard.....	Norwich, Conn.	John J. Blair.....	Blairstown, N. J.
C. D. Close.....	Iowa City, Ia.	E. S. Bailey.....	Clinton, Ia.
J. W. Blythe.....	Burlington, Ia.	C. P. Squires.....	Burlington, Ia.
J. C. Peasley.....	"	E. F. Winslow.....	New York City.
C. Lynde.....	Rock Island, Ill.	One vacant.	
J. N. Dewey.....	Des Moines, Ia.		

Executive committee, Messrs. Tracy, Dewey, Blythe, Peasley and Bailey.  
Annual election, 4th Tuesday in February. Person to address regarding this report, J. C. Brocksmit.

### CAPITAL STOCK, DEBT, ETC.

Common stock issued.....	\$10,000,000 00
Proportion for Minnesota.....	266,638 00
First mortgage bonds, due June, 1906, 5 per cent.....	6,500,000 00
M. & St. L. Ry. mortgage bonds, guaranteed by B., C. R. & N. Ry. Co., due June 1, 1927, 7 per cent.....	150,000 00
Iowa City & Western Ry. bonds, guaranteed by B., C. R. & N. Ry. Co., due Sept. 1, 1909, 7 per cent.....	456,000 00
Bonds, total.....	\$ 7,106,000 00
Floating debt.....	168,413 00
Proportion of debt for Minnesota.....	154,490 00
Proportion of debt and stock for Minnesota.....	421,128 00
Proportion of debt and stock per mile of road.....	33,528 00

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway Co. was sold under a decree of foreclosure of mortgage, and bought in trust for the bondholders. A new company was incorporated the same day, under the present title, and the outstanding stock was issued to such bondholders, ratably, under the plan of re-organization adopted.

## CHARACTERISTICS OF ROAD.

<i>Length—</i>		Whole Road.	Minnesota.
Burlington, Iowa, to Albert Lea, Minn.....		252.84	12.57
Linn, Iowa, to Postville, Iowa, Milwaukee division....		94.13	
Vinton, Iowa, to Holland, Iowa, Pacific division.....		30.58	
Muscatine, Iowa, to Riverside, Iowa, Muscatine div....		48.12	
Iowa City, Ia., to What Cheer, Ia., I. C. & W. Ry....		60.00	
Whole number of miles.....		385.67	12.57
Additional sidings.....		48.10	1.37
Steel rail.....		180.00	.....

Of the main line, Burlington to Albert Lea, 11.02 miles from Manley Junction, Iowa, to Northwood, Iowa, are owned by the Iowa Central.

There are in Minnesota 3 stations and 1 common point; 14 wooden trestles, 438 feet long; 4.26 miles of fence, costing \$1,364; and one railroad crossing at grade, viz.: S. M. at Albert Lea. The equipment is 40 locomotives of between 30 and 40, and 1 between 20 and 30 tons weight, exclusive of tender; 13 passenger cars, 17 express and baggage cars; 895 box freight and stock cars; 314 flat and coal cars; 26 other cars; 193 hand cars.

## DOINGS OF THE YEAR IN TRANSPORTATION.

The mileage in Minnesota was: of passenger trains, 15,680, and freight and mixed, 17,648; total, 33,328 train miles. The speed of trains was 22 miles per hour for passenger, including stops (schedule rate), and highest 35 miles; for freight, schedule rate, 10 miles, and highest 15 per hour. The average rates for passengers and freight were 3.05 cents per mile for the former, and 2.19 cents per ton per mile for the latter.

<i>Tonnage—</i>		In Minnesota.	Entire Line.
Grain.....	tons	7,113	334,709.23
Other agricultural products.....	"	9,985	.....
Agricultural implements.....	"	2,363	5,045.70
Flour and meal.....	"	43,763	58,250.22
Provisions.....	"	1,465	21,948.94
Bran and mill-stuff.....	"	8,234	19,496.64
Animals.....	"	4,313	110,651.80
Lumber.....	"	14,735	76,789.70
Other forest products.....	"	142	.....
Ice.....	"	10,457	33,745.04
Iron, lead and mineral products.....	"	8,180	30,666.18
Stone, brick, lime, cement, sand, salt, etc....	"	2,084	20,377.72
Coal.....	"	24,594	113,257.90
Merchandise and other articles.....	"	14,644	81,242.94
Total.....		152,072	906,182.01

The number of passengers carried in Minnesota was 21,818; passenger mileage, or passengers carried 1 mile, 299,461; average distance traveled by each, 13.7. The amount of fuel consumed was 30 cords of wood and 1,106 tons of coal. Approximately the amount of freight hauled per train (9,658 trains) was 93.82 tons, and per car 10 tons.

*Commodities Shipped from Stations in Minnesota.*

	Wheat.	Other Grain.	Flour and Meal.	Anim'ls.	Lumber.	Iron.	Mdse. and Misc.
	<i>Tons.</i>	<i>Tons.</i>	<i>Bbls.</i>		<i>M Feet.</i>		
Albert Lea.....	2,604	306	.....	1,520	334	198	1,256
Glenville.....	1,736	117	.....	230	.....	.....	67
Gordonville.....	912	40	.....	.....	.....	.....	28
Total.....	5,252	463	.....	1,750	334	198	1,351

The foregoing shipments were mostly southward. The local receipts at the three stations from other stations on the B., C. R. & N. Ry. were very small.

The shipments southward from Minneapolis, St. Paul and stations between these points and Albert Lea (received from the Minneapolis & St. Louis Ry.), and the shipments northward to the same points, were as follows:

	South.	North.
Grain, tons.....	408	(corn and oats 990)
Other agricultural products.....	9,985	.....
Flour and meal.....	43,575	188
Feed.....	.....	8,234
Provisions, tons.....	106	(hog produce, 1,359)
Agricultural implements.....	995	1,368
Animals, tons.....	580	(cattle and sheep, 223) (horses, 1,760)
Cooperage, tons.....	.....	785
Lumber, tons.....	13,965	436
Other forest products, tons.....	142	.....
Iron, lead and mineral products.....	3,162	1,762
Rails, tons.....	.....	3,058
Stone, brick, salt, lime, cement, etc., tons.	23	2,062
Ice, tons.....	10,457	.....
Coal, tons.....	.....	24,594
Merchandise and sundries.....	1,635	10,873
Total number of tons.....	85,033	57,792

## EARNINGS AND EXPENSES.

<i>Gross Earnings—</i>	<i>Operating Expenses—</i>
Freight.....\$ 31,915 41	All items.....\$ 29,449 96
Passengers.....8,338 63	
Mails.....927 67	
Express.....471 77	
Total.....\$ 41,653 48	Total.....\$ 29,449 96

The gross earnings of the whole road were \$1,863,472, and the operating expenses \$1,184,864. The gross earnings in Minnesota were \$3,332.28 per mile, and the operating expenses \$2,356 per mlle. Net earnings in Minnesota, \$12,203.52, or \$976.28 per mile of road.

## GENERAL BALANCE JULY 1, 1880.

<i>Assets—</i>			
Cost of consolidated road, equipment and property.....	\$	12,907,710	11
Equipment and improvement account.....		99,605	19
Capital stock not issued.....		4,500,000	00
Purchase Chicago, Clinton & Western Ry.....		170,329	11
Iowa City & Western Ry.....		502,009	32
Cedar Rapids, Iowa Falls & Northwestern Ry.....		24,151	26
Albert Lea & Grundy County Extension.....		17,295	37
Stock: Star Coal Co.....	\$	2,500	00
Bonds: (Burlington & Northwestern).....		5,920	00
" (B., C. R. & N. Ry.).....		1,100	00
" (Iowa City & Western Ry.).....		24,000	00
			33,520 00
Cash on hand.....		12,433	06
Bills receivable.....		4,155	97
Due from agents and r.a.i.way companies.....		102,106	86
			118,695 89
Material and supplies.....			70,385 43
Debit balance.....			112,880 56
Profit and loss account.....			122,044 00
			\$ 18,678,626 24
<i>Liabilities—</i>			
Capital stock.....	\$	10,000,000	00
Funded debt: { B., C. R. & N. bonds.....	\$	6,500,000	00
{ M. & St. L. Ry. bonds.....		150,000	00
{ Iowa City & W. Ry. bonds.....		456,000	00
			7,106,000 00
Notes payable.....		41,436	63
Vouchers and accounts.....		126,976	91
			168,413 54
Income account.....			1,404,212 70
			\$ 18,678,626 24

## REGULATIONS, MAILS, ETC.

All trains must come to a full stop 400 feet from railroad crossings at grade of other roads, and will not proceed until the conductors are satisfied that the tracks are clear. One long and two short sounds of whistle, and ringing of bell 80 rods before reaching public highway, continuing the ringing till highway is crossed. Use Miller's coupler, buffer and platform; Westinghouse air-brake. Government paid last year \$28,416.68 for carrying U. S. mails. As yet no contract; government pays what it pleases. The American Express Company pays \$40 per day for 25,000 pounds, and double first-class rates for any excess; freight taken at depots. The United States Express pays \$6 per day.

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway was sold for \$170,000, and bid in by a committee appointed by the bondholders.

The track from State line to Albert Lea, (completed Sept. 9, 1877,) is owned by the Minneapolis & St. Louis Railway Company, and leased for 99 years. Principal and interest of M. & St. L. bonds for that length guaranteed by B., C. R. & N. The Iowa City & Western Ry. in Iowa is also operated under lease.

## ACCIDENTS.

February 23, Frank Clarke, brakeman, foot caught in frog while switching in Albert Lea freight yard, throwing him down; five cars passed over his body. Died instantly.

## ST. PAUL & DULUTH RAILROAD COMPANY.

### OFFICERS.

J. P. Ilsley, President and Land Commissioner.....	St. Paul.
W. H. Rhawn, Vice-President .....	Philadelphia.
E. Q. Sewall, Secretary and Treasurer.....	St. Paul.
Jas. Smith, Jr., Solicitor.....	St. Paul.
Geo. H. Smith, General Superintendent.....	St. Paul.
G. W. Sewall, Chief Engineer.....	St. Paul.
R. S. Hair, General Ticket Agent.....	St. Paul.
A. M. Eddy, General Freight Agent.....	St. Paul.
F. S. Ilsley, Auditor.....	St. Paul.

General offices, St. Paul.

#### *Directors—*

J. P. Ilsley.....	Philadelphia.	Alex. Mitchell.....	Milwaukee.
W. H. Rhawn.....	Philadelphia.	Jas. Smith, Jr.....	St. Paul.
Peter Geddes.....	New York.	J. Q. Adams.....	St. Paul.
D. Dows.....	New York.	C. H. Graves.....	Duluth.
R. P. Flower.....	New York.		

Annual election, third Monday in June. Person to address concerning this report, F. S. Ilsley.

### CAPITAL STOCK, DEBTS, ETC.

Common stock, all issued in exchange for bonds and other securities of the Lake Superior & Mississippi Railroad Company under plan of reorganization.....	\$4,055,327 48
Preferred stock, 7 per cent if earned.....	4,736,007 31
Total stock.....	\$8,791,334 79
No bonded or floating debt.....	
Stock per mile of road (162 miles owned).....	\$54,267 00

### CHARACTERISTICS OF ROAD.

<i>Length—</i>		Miles.
St. Paul to Duluth.....		156
N. P. Junction to Knife Falls.....		6
White Bear to Stillwater.....		13
		175
Steel rail.....		29
Additional sidings.....		26

#### *Stations—30.*

*Bridges and Trestles*—97 wooden bridges, aggregate length 26,070 feet; 5 stone bridges, 85 feet; 5 combination iron bridges, 762 feet; 14 wooden trestles, 4,250 feet.

*Fences*—50 miles of board and posts.



*Equipment*—24 locomotives of between 20 and 30 tons weight, exclusive of tender; 5 first-class and 5 second class passenger cars, 4 express and baggage cars, 371 box freight and stock cars, 151 flat and coal cars, 21 other cars and 75 hand cars.

## DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage</i> , of passenger trains .....	119,826
“ “ freight and mixed .....	353,389

Whole number of train miles, .....	473,215
Empty freight car mileage.....	1,462,596

The speed of express trains is 22 miles per hour, of accommodation trains 12 to 18, and of freight trains 10 to 15 miles.

*Tonnage*—

Grain .....	72,831
Other agricultural products.....	2,403
Flour and meal.....	50,032
Manufactures .....	9,090
Animals .....	2,048
Lumber .....	60,117
Other forest products.....	79,218
Stone, brick, lime, cement, sand, etc .....	6,478
Coal .....	30,682
Merchandise and other articles.....	38,679
Total number of tons.....	351,578

The number of passengers carried was 85,371; number carried one mile, or passenger mileage, 2,623,178; average distance traveled by each passenger, 30.73 miles.

The fuel consumed was 26,052 cords of wood.

*Commodities Shipped from Stations.*

STATIONS.	Wheat.	Other Grain.	Flour.	Other products.	Lumber.	Other prod'ts of the forest.	Mdse. and miscell. freight.
<i>Northward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
St. Paul.....	476,866	95,382	70,190	1,670	109	79	12,382
Stillwater.....	110,300	1,021	77,730	150	653	22	2,568
White Bear.....	2,200		2,900	40	11		1,477
Forest Lake.....	1,900			3			26
Wyoming.....	9,200	115		23			124
North Branch.....	29,966	196	190	511			443
Harris.....	6,400	100	30	654	20	14	302
Rush City.....	26,566	247	290	54	132		353
Pine City.....	333			27	264		72
Hinckley.....				11	231		1,617
Kettle River.....				10	170		5
Moose Lake.....				5	7		84
Mahtowa.....				16			1,845
N. P. Junction.....				6	519		393
Thomson.....		2		7	142	162	34
Fond du Lac.....				5		484	4
M. & St. L. Ry.....	36,300	395,549	252,930	566	235	101	6,359
St. P. M. & M.....	73,100	7,921	520				
Sioux City R. R.....		1,195,128					
Total.....	773,131	1,675,661	404,780	3,758	2,493	862	28,058
Total in tons.....	23,194	45,541	40,478	3,758	4,390	862	28,058
<i>Southward.</i>							
Stillwater.....	54,433	852	458	13	14,289	703	2,305
White Bear.....		69		10	96	2,894	886
Forest Lake.....	3,700	87		12		2,703	42
Wyoming.....		333	3	39	32	1,737	95
North Branch.....	16,333			42	42	4,758	116
Harris.....	33,133		140	174	420	4,266	106
Rush City.....	22,900	1,077	15	24	1,259	19,103	202
Pine City.....	266		5	54	3,837	13,573	187
Hinckley.....			1	119	9,119	10,472	180
Kettle River.....				84	1,087	718	43
Moose Lake.....		2		8	326	6,928	51
Mahtowa.....			3	3		3,432	11
N. P. Junction.....			29	51	278	3,800	150
Thomson.....				9	673	325	50
Fond du Lac.....				5	25	1,788	9
Duluth.....	2,934	2,017	169	46	1,129	1,156	61,911
Total.....	133,699	4,437	813	693	32,612	78,356	66,344
Total in tons.....	4,011	85	81	693	55,727	78,356	66,344

*Business and Receipts by Stations.*

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	Tons.	Dollars.	No.	No.	Dollars.
Duluth.....	65,235	122,481	\$267,761 07	5,010	4,681	\$12,986 42
Rice's Point.....				57	14	*
Oneota.....				109	176	*
Spirit Lake.....				47	90	*
Fond du Lac.....	2,339	1,739	1,516 22	683	652	411 15
Greeley.....				14	62	*
Thomson.....	2,071	1,360	2,459 51	741	835	754 10
N. P. Junction.....	5,960	2,745	4,633 56	1,511	1,675	1,924 35
Mahtowa.....	5,338	2,699	3,278 88	587	515	515 30
Barnum.....				242	337	*
Moose Lake.....	7,896	648	1,790 92	761	758	884 60
Sturgeon Lake.....				69	72	*
Kettle River.....	2,002	791	2,253 03	573	581	1,361 50
Miller.....				116	94	*
Hinckley.....	28,751	1,640	4,172 71	1,529	1,631	2,063 80
Mission Creek.....				423	697	*
Pine City.....	20,067	2,375	6,648 05	4,375	4,341	5,223 58
Rock Creek.....				846	975	*
Rush City.....	23,799	2,258	5,544 45	3,705	3,961	3,516 52
Harris.....	7,508	912	2,380 95	1,227	1,302	1,300 10
North Branch.....	7,409	1,463	3,301 76	2,178	2,275	2,080 68
Stacy.....				223	294	*
Wyoming.....	2,382	754	1,901 97	1,773	1,770	1,513 75
Forest Lake.....	2,979	295	536 26	1,088	1,037	554 75
Rice Creek.....				57	66	*
Centerville.....				370	459	*
White Bear.....	5,867	12,086	6,496 76	21,674	23,930	1,818 45
St. Paul.....	37,890	153,710	139,718 04	23,767	23,267	26,207 02
Wilson.....				52	101	*
Summit.....				50	88	*
Stillwater.....	44,716	11,025	16,931 51	8,536	8,601	9,953 16
Knife Falls.....				18	36	*
M. & St. L.....	43,217	32,587	10,886 73			
St. P. M. & M.....	2,372					
St. P. & S. C.....	33,780					
Conductors' collect'ns						9,947 40
Sleeping car.....						1,114 00
Foreign roads.....						12,219 94
Minneapolis agency.....						70 00
Total.....	351,578	351,578	\$481,992 38	85,371	85,371	\$96,420 50

\*No agent.

## EARNINGS AND EXPENSES.

<i>Gross Earnings—</i>		<i>Operating Expenses—</i>	
Freight.....	\$481,992 38	Maintenance of way.....	\$199,568 00
Passenger.....	96,420 50	Maintenance of buildings.....	8,871 00
Mails.....	7,382 14	Maintenance of locomotives.....	26,687 00
Express.....	3,883 69	Maintenance of passenger, mail and express cars.....	11,224 00
Government transportat'n	4,265 24	Maintenance of freight cars.....	30,490 00
Rents, etc.....	9,250 00	Maintenance of shop, tools, machinery, wipers, etc.....	16,650 00
Miscellaneous.....	300 00	Motive power and care.....	56,966 00
		Train employees.....	36,799 00
		Agents and station labor.....	38,978 00
		Other expenses conducting transportation.....	60,956 00
		Officers' salaries and clerical expenses.....	21,626 00
		Other general expenses.....	6,472 00
Total.....	\$603,443 95	Total.....	\$515,287 00

Ratio of passenger to freight earnings as 1 to 5.

Gross earnings per mile of road.....	\$3,448 25
Gross earnings per train mile.....	1 27
Operating expenses were 85 per cent of gross earnings.	
Operating expenses per mile of road.....	\$2,944 50
Operating expenses per train mile.....	1 27

Net earnings, \$88,156.09; net earnings per mile of road, \$503.75 and per train mile 18.6 cents.

Payments in addition to operating expenses: construction account for the year, \$25,297.25; additional equipment, \$51,988.56; taxes, \$18,103.31; Stillwater & St. Paul R. R. Co., \$20,000; total, \$115,389.12.

#### REGULATIONS, MAILS, ETC.

Eighty rods before crossing a highway the whistle is sounded and the bell rung until crossed. At city crossings a flagman is stationed. Use Miller's platform and coupler; hand brakes. During the past year the Government has paid us on the average \$1,845.53 per quarter for carrying mails. The United States Express Company runs on this road, taking and delivering goods at the cars and paying  $1\frac{1}{2}$  first class rates. Date of original charter, May 23, 1857. Road completed from St. Paul to Duluth, 156 miles, August 1, 1870. The property (road, franchise and lands) of the Lake Superior and Mississippi Railroad Company was sold upon foreclosure in the United States Circuit Court, May 1, 1877, and bought for the benefit of the bond and stockholders. New company organized June 27, 1877. Commenced to operate the branch from White Bear to Stillwater ("Stillwater & St. Paul Railroad"), 13 miles, December 28, 1870. The lease of this branch is for 999 years, from January 1, 1871, and the annual rental \$20,000. The 24 miles from N. P. Junction to Duluth are operated jointly with the N. P. and half interest owned in the same.

#### LANDS.

Number of acres received of Congressional grant.....	847,585.47
Number of acres received of swamp land grant.....	593,704.26

Total.....1,441,289.73

Yet to inure, 144,414.53 acres of Congressional grant, and 100,695.74 of swamp lands.

Number of acres sold and contracted, year ending June 30, 1880.....	11,031.09
Number of acres sold and contracted, 5 months ending Nov. 30, 1880.....	2,211.00
Receipts from lands, year ending June 30, 1880.....	\$26,835 25
Receipts from lands, 5 months ending Nov. 30, 1880.....	5,179 47
Number of acres sold and contracted in all years ending June 30, 1880.....	179,053.22
Receipts from lands in all years to June 30, 1880.....	\$1,325,473 23

#### ACCIDENTS.

##### A. To Persons.

1879—

June 21, Patrick Flaherty, lost one arm coupling cars at Duluth.

July 21, J. H. Fitzgerald, lost a finger coupling cars at Mahtowa.

July 8, Wm. McCabe, killed—jumped before train at Duluth.

October 2, John Hochmuth, killed, between St. Paul and White Bear—attempted to cross track.

1880—

January 6, Jerry Donovan, 2 fingers off, coupling cars.

January 11, J. H. Kellogg, hand slightly injured.

June 10, F. Long, coupling cars, 2 fingers off.

May 29, Wm. Starkey, train ran into cattle at Harris, engine off track, broke arm and one rib.

*B. To Trains.*

1879—

August 23, engine No. 101 collided with engine No. 3,  $1\frac{1}{2}$  miles south of Kettle River; very little damage to engines, caboose car broke in two.

1880—

January 19, train No. 7, between North Branch and Stacy, had 12 cars off track; very little damage.

January 22, extra train north, near Pine City, had 7 cars and caboose off track.

January 26, train No. 8, near Oneota, had 3 cars and caboose off track.

January 29, engine ran into rear of an extra train, near Pine City.

February 3, extra train north had one car and caboose off track at M. & D. Junction.

February 6, train No. 7 had 11 cars off track near Centerville.

February 10, train No. 2 had 2 coaches off track near Sturgeon Lake; no one injured.

February 17, train No. 8 had 10 cars off track near Sturgeon Lake.

February 15, extra train north had 6 cars off track near Moose Lake.

February 28, train No. 1 had 2 box cars off track at Spirit Lake.

March 30, extra train north had 3 cars off track at Forest Lake.

April 30, train No. 5 had 3 cars off track at Mission Creek.

May 29, train No. 6 had 8 cars off track at Harris, and engineer Wm. Starkey broke his arm.

May 25, train No. 3 had 4 cars off track at Pickering.

The following supplementary report has been made for the Stillwater & St. Paul R. R. Co.:

## STILLWATER &amp; ST. PAUL RAILROAD COMPANY.

The officers are David Bronson, Stillwater, President; H. R. Murdock, Stillwater, Secretary; E. Q. Sewell, St. Paul, Treasurer.

Directors: John McKusick, David Bronson and H. R. Murdock, all of Stillwater; J. P. Ilsley, N. G. Moorhead and Samuel M. Felton, all of Philadelphia, Penn.; and James Smith, Jr., of St. Paul.

The amount of bonded debt is \$371,000.

## LANDS.

Whole number of acres received..... 65,113.00  
None to enure.

	Acres.
Sold and contracted to be sold, year ending June 30, 1880.....	1,424.29
Sold and contracted to be sold, 5 months ending Nov. 30, 1880.....	357.39
Sold and to be sold, all years to June 30, 1880.....	12,862.01
Receipts from lands, year ending June 30, 1880.....	\$ 4,100 00
Receipts from lands, 5 months ending Nov. 30, 1880.....	1,499 20
Receipts from lands, all years to June 30, 1880.....	\$46,604 20

All other items included in St. P. & D. report.

The following letter has been received regarding the new length of road from Wyoming, on the St. P. & D., to Taylor's Falls:

TAYLOR'S FALLS, October 8th, 1880.

*To the Railroad Commissioner:* In the absence of Mr. Seymour, our secretary, I write you as instructed an informal report of the Taylor's Falls & L. S. R. R. Co. This company was organized the 20th of February, A. D. 1875, under the general statutes with a land grant of seven sections to the mile of swamp lands granted March 10th, 1875, once renewed and expires in March, 1881. The road is already completed into the suburbs of Taylor's Falls from

Wyoming, on the St. Paul & Duluth road; will be completed with depots, turntables, engine houses and elevators in the course of four weeks, to be in every respect equal in structure to the Duluth road. When completed the road is leased to the Minneapolis & St. Louis and the Duluth roads for a term of nine hundred and ninety-nine years, they paying the expense of construction.

Respectfully yours,

LEVI W. FOLSOM,  
Vice-President.

## ST PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.

### OFFICERS.

Geo. Stephen, President.....	Montreal
R. B. Angus, 1st Vice President.....	St. Paul
E. Sawyer, Secretary and Treasurer.....	St. Paul
R. B. Galusha, Solicitor.....	St. Paul
Jas. J. Hill, General Manager.....	St. Paul
E. B. Wakeman, General Superintendent.....	St. Paul
C. A. F. Morris, Chief Engineer.....	St. Paul
W. S. Alexander, General Ticket and Freight Agent.....	St. Paul
S. S. Breed, Auditor.....	St. Paul
D. A. McKinlay, Land Commissioner.....	St. Paul

*Directors*—Geo. Stephen and Donald A. Smith of Montreal, Canada; O. H. Northcote, of New York; and N. W. Kittson, J. J. Hill, R. B. Angus and R. B. Galusha of St. Paul. Executive committee, Messrs. Kittson, Angus, Hill and Galusha. Annual election, May 11.

### CAPITAL, STOCK, DEBT, ETC.

Common stock issued.....	\$15,000,000
First mortgage bonds, 8 per cent, due Sept. 1, 1881, on road from St. Paul to St. Anthony.....	120,000
First mortgage bonds, 7 per cent, due July 1, 1892, on road from St. Paul to Watab.....	366,000
First mortgage bonds on the whole road, 7 per cent., due July 1, 1909.....	7,838,900
Second mortgage bonds on the whole road, 6 per cent., due Oct. 1, 1909.....	8,000,000
	<hr/>
	\$16,324,900
Total of debt and stock.....	\$31,324,900
Average per mile of road.....	47,750

Cost of road, \$31,702,078.51, or \$48,325 per mile.

### CHARACTERISTICS OF ROAD.

<i>Length</i> —From St. Paul to St. Vincent, miles.....	393
From St. Paul to Barnesville, miles.....	236
From Crookston to Grand Forks, miles.....	26
	<hr/>
Whole number of miles.....	656

Double track, 3 miles; steel rail, 119 miles.

*Stations, etc.*—92 stations and 5 common points; 20 wooden bridges, aggregating 3,702 feet, and 252 wooden trestles, 16,281 feet. The R. R. crossings at grade are M. & St. L. at E. Minneapolis, and N. P. at Glyndon. The equipment consists of 61 locomotives between 30 and 40, and 4 of 20 to 30 tons weight, exclusive of tender; 22 first-class and 15 second-class passenger cars 27 express and baggage cars, 959 box freight and stock cars, 509 flat and coal cars, 5 sleepers and 64 other cars.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

<i>Mileage</i> , of passenger trains .....	294,739
of freight and mixed trains.....	838,315
	<hr/>
	\$1,133,054

Empty freight car mileage, 4,898,447. The speed of trains was 20 to 25 miles per hour for passenger and 12 to 15 for freight.

#### *Tonnage*—

Grain .....	166,980	Other forest prod .....	38,172
Other agr. products .....	1,294	Iron, lead, etc .....	633
Flour and meal.....	101,880	Stone, brick, etc.....	13,048
Provisions.....	4,607	Coal.....	9,975
Manufactures.....	10,637	Mdse .....	96,795
Animals.....	9,519		
Lumber.....	96,909	Total number of tons .....	550,450

Fuel consumed, 66,504 cords of wood and 4,603 tons of coal.

*Commodities shipped from Stations.*

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Other prod's of the forest.	Mdse. and Miscel. freight.
<i>Eastward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
Anoka.....	6,899	2,819	8,125	21	8,141	3,242	144
Itasca.....			7,474	271	317	373	22
Elk River.....	33,259	442	13,846	97	129	141	83
Big Lake.....	47,691	615		61		93	46
Becker.....	2,815			109			8
Clear Lake.....	53,326	1,136	1,990	1,881	11	53	32
Sauk Rapids.....	10,509	20	3,461	108	24		30
St. Cloud.....	41,945	2,105	26,793	689	23	3	406
St. Joseph.....	133,699	42,571	9,900	815	6		57
Avon.....	1,440			1	37	451	24
Albany.....	64,832	2,530	4	28			42
Oakes.....	15,184	1,005	2	2			7
Melrose.....	127,407	21,935	16,485	578	6		111
Sauk Center.....	110,784	17,190	30,657	792			120
West Union.....	16,187	380					1
Osakis.....	58,269			14	13	10	22
Alexandria.....	297,357	1,915	112	232			400
Brandon.....	43,758	30		7			5
Evansville.....	110,228		31	31	14		10
Dalton.....	130,028		1	19		123	30
Fergus Falls.....	29,256		2	31	1		169
Carlisle.....			100	1			1
Rothsay.....	32,779			3			8
Barnesville.....	68,791	425	12	57	7		51
Glyndon.....	5,597	920	26	85	37	21	125
Rolette.....	22,334						3
Ada.....	136,610	20	25	28	6		83
Edna.....	25,181						1
Crookston.....	118,781	920	34	133	29	10	332
Fisher's Landing.....	165,651	45	432	37	135	42	70
Grand Forks.....	79,780			14			14
Warren.....	19,733	130	2	13			20
Hallock.....	721	10	1	1			3
St. Vincent.....	125,204	305	5	188	8	10	681
East Minneapolis.....					792		205
Minneapolis.....	35,028	4,780	402,823	32,072	83	101	2,121
Minnetonka Mills.....			78,489				7
Wayzata.....		230	2	1	6	18,128	62
Long Lake.....	3,000		36,521	752	12	672	127
Maple Plain.....	2,104		2	91	155	970	35
Delano.....	35,915	2,150	14	65	150	565	117
Montrose.....	24,016	555	4	12	117	318	40
Waverly.....	25,956	695	9	49	12	869	47
Howard Lake.....	102,043	9,565		269	22	200	91
Smith Lake.....	14,377	490		11	52	10	9
Cokato.....	109,890	110	10	30	12	30	31
Dassel.....	93,297	865	203	103	12	181	95
Darwin.....	20,985		1	5		40	16
Litchfield.....	228,324	8,910	14,513	1,454	1	13	381
Grove City.....	180,861	11,320	2,313	157			53
Atwater.....	184,247	13,365		159			84
Kandiyohi.....	54,673	2,251	1	6			28
Willmar.....	376,866	2,620	154	576	10		399
St. Johns.....	4,307			1			2
Kirkhoven.....	77,647			12			20
Murdock.....	109,637	975	7	68			13
De Graff.....	42,804	870	10	3		10	11
Benson.....	281,090	2,275	3	277	7		163
Clontarf.....	16,834			1		21	32
Hancock.....	176,663	4,490		35			61
Morris.....	327,799	2,545	80	135			253
Donnelly.....	29,580	660		20	6		42
Herman.....	156,209	1,100	2	252			36
Campbell.....	57,904	165	38	39	33		70
Breckenridge.....	101,810	220	3	295			56
Marston.....	59,264			1			3
Total.....	5,065,665	168,674	654,722	43,298	10,426	26,700	7,820
Total in tons..	151,970	3,338	65,482	43,298	18,244	26,700	7,820



## Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other prod's.	Lum-ber.	Other Forest Prod's.	Mdse. and mis-cellan'us freight.
<i>Westward.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Barrels.</i>	<i>Tons.</i>	<i>M feet.</i>	<i>Tons.</i>	<i>Tons.</i>
St. Paul'.....	184,891	84,476	3,152	16,730	7,907	7,935	67,688
Anoka.....			3	12	7,005	88	51
Itaska.....	24			2			1
Elk River.....	3		25	16	142	10	14
Big Lake.....		375		14		20	19
Becker.....		355					1
Clear Lake.....	1,977				3		3
Sauk Rapids.....				28			23
St. Cloud.....	14	205	299	271	548	11	521
St. Joseph.....		3,485	2	166			15
Avon.....				20		80	11
Albany.....		1,042	3	2			30
Oakes.....							1
Melrose.....		3,825	423	72	2	91	99
Sauk Center.....	330	2,966	1,179	163	5	2	74
West Union.....							1
Osakis.....				11		120	30
Alexandria.....		1,888	692	115	88		94
Brandon.....		630	10	154			2
Evansville.....		20	200	148	52		11
Dalton.....		35	222	54			31
Fergus Falls.....		90	3,503	56	6		32
Carlisle.....			1,526			1	
Rothsay.....	9	45	1	11			3
Barnesville.....	400	1,211	2,884	26	36		166
Glyndon.....	1,464	4,920	1,882	2,287	2,204	308	10,208
Rolette.....				5	9		22
Ada.....		130	3	4	19	10	34
Edna.....				425	2		1
Crookston.....	12,247	6,147	351	25	114	42	659
Fishers Landing.....		81	805		219	283	78
Warren.....	259	515	213	36	54	8	11
Hallock.....			4				3
East Minneapolis.....	394			277	14,388	162	2,301
Minneapolis.....	41,672	26,160	1,486	7,459	11,994	375	15,801
Wayzata.....			3	24	6	31	34
Long Lake.....			512	62		2	9
Maple Plain.....	11		1			1,025	7
Delano.....	189	492	9	29	6		143
Montrose.....	40	695		8	9	20	68
Waverly.....	22		5	13	1	80	11
Howard Lake.....	14	615		20	29		81
Smith Lake.....		103		10	32		33
Cokato.....					6	40	7
Dassel.....	42	3,762	2	23	42	322	99
Darwin.....	430			2		30	11
Litchfield.....	227	17,550	7	628		20	162
Grove City.....		11,385	1,214	43			73
Atwater.....		11,145		12			21
Kandiyohi.....		2,231	8	1			4
Willmar.....		4,730	1,102	173	6	80	287
St. Johns.....		65					2
Kirkhoven.....	933	116		2		30	15
Murdock.....		625					14
De Graft.....			22			3	7
Benson.....	333	5,967		190	7		126
Clontarf.....		80					5
Hancock.....		10,185	5	63			17
Morris.....		1,655	214	47	8		178
Donnelly.....				10			2
Herman.....	1,000	2,324	107	24		10	37
Campbell.....		115	30	42			56
Breckenridge.....	53	1,592	3	15	1		35
Marston.....			1,792				9
Total.....	246,968	214,043	23,894	30,030	44,950	11,239	99,603
Total in tons.....	7,409	4,264	2,389	30,030	78,665	11,239	99,603

## EARNINGS AND EXPENSES.

<i>Gross Earnings—</i>		<i>Operating Expenses—</i>	
Freight .....	\$2,084,711 78	Maintenance of way....	\$ 406,166 00
Passengers .....	672,047 91	Maintenance of buildings	8,506 00
Mails .....	40,178 69	Maintenance of locomotives.....	85,008 00
Express .....	30,620 14	Maintenance of passenger, baggage, mail and express cars.....	47,451 00
Branch line rent.....	47,777 77	Maintenance of freight cars.....	79,406 00
Miscellaneous.....	57,771 95	Motive power and care..	262,123 00
		Train employees.....	84,598 00
		Agents and station labor	117,182 00
		Other transportation expenses .....	79,569 00
		Officers' salaries and clerical expenses .....	122,669 00
		Other general expenses..	7,834 00
Total .....	\$2,933,108 24	Total .....	\$1,300,512 00

The rates of passenger to freight earnings were as 1 to 3.10. The operating expenses were 44.33 per cent of gross earnings. Gross earnings per mile of road \$4,471.20 and per train mile \$2.59. Operating expenses per mile of road \$1,982.48 and per train mile \$1.15. Net earnings, \$1,632,595.42; per mile of road, \$2,488.72 and per train mile \$1.44.

The payments during the year in addition to operating expenses were \$226,097 on account of construction, \$47,865 for reorganization expenses, \$131,088 for additional estate, \$86,560 for taxes, and \$947,227 for interest on bonds. Total, \$1,438,837.

## REGULATIONS, MAILS, ETC.

Trains come to a full stop and see that track is clear, before crossing other railroads. Whistle 80 rods from highways and ring bell until highway crossings are passed. Use Miller's coupler and platform and the Westinghouse automatic air brake. Receive \$39,386.35 per annum for carrying U. S. mails. The American Express Company pays fare for messengers and 1½ first class freight rates. The express company delivers and takes freight from the cars.

## LANDS.

Received of grant.....	acres,	2,296,802
Yet to inure.....	"	1,551,198
Obtained from old organization by purchase of road.....	"	1,477,569
Of which under contract and partly paid for.....	"	61,511
Sold and contracted, year ending June 30, 1880.....	"	268,741
Sold and contracted, all years to June 30, 1880.....	"	739,737
Receipts from lands, year ending June 30, 1880.....	\$	306,864 00
Receipts from lands, all years to June 30, 1880.....	\$	4,784,959 00
Sold and contracted, July 1 to December 1, 1880.....	acres,	39,257.87
Receipts from lands, July 1 to December 1, 1880.....	\$	138,872 84
Average price during the year per acre.....	\$	4 00
Average price at which now offered.....	\$	4 50

## ACCIDENTS.

November 20, 1879, J. W. Wood, brakeman, fell between engine and train while passing from same at Smith Lake; killed.

January 11, 1880, Michael Green, brakeman, fell from train near Cedar Lake and run over; killed.

November 21, 1879, Henry Smith, laborer, foot caught in frog and run over by car, St. Paul yard; foot amputated.

February 12, 1880, W. H. Hayes, brakeman, coupling cars at Cokato; run over and killed.

February 18, 1880, John Finn, brakeman, fell from train one mile east of Minneapolis; killed.

March 2, 1880, Burrut Oleson, run over by engine 41 five miles east of Grand Forks, supposed to be asleep on the track; killed.

March 16, 1880, Thomas Kuguiva, Polish boy about 12 years old, run over and killed attempting to jump on freight train in motion, in St. Paul yard.

April 17, 1880, F. Graham, brakeman, fell from train in motion at Howard Lake; killed.

April 11, 1880, Edw. Simmons, in charge car of stock, killed by collision of freight trains at Herman.

April 11, 1880, J. P. Gould, in charge of stock, killed at West Union; caused by breaking of truck and throwing car from track.

April 14, 1880, A. E. Oleson, brakeman, switching at Howard Lake, fell between engine and cars, losing one leg.

May 6, 1880, Michael Heinrich; found on track with head severed from body; supposed to have been killed by passing train near Albany.

May 2, 1880, Coleman King, employee, on track and struck by engine, St. Paul yard; foot amputated.

May 6, 1880, Wm. Lamb, brakeman, fell from train and killed, near St. Paul.

May 31, 1880, Frederick Tinker, crossing track with wagon, Oakes Station; killed by passing train.

June 23, 1880, Austin Hoban, wiper, struck by gravel train, St. Paul shops; killed.

June 22, 1880, Austin N. Green, brakeman, fell from train, St. Paul yard; foot amputated.

## OTHER CORPORATIONS.

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The following statement has been received from Mr. James M. McKinlay, of 68 William street, New York, concerning the corporations whose former roads are now owned and operated as divisions of the Chicago, Milwaukee & St. Paul Railway:

### ST. PAUL & CHICAGO RAILWAY COMPANY.

(River Division from St. Paul to La Crescent.)

James McKinlay, President.....68 William street, New York.  
 Russell Sage, Vice-President.....New York.  
 Farmers' Loan and Trust Co., Treasurer.....New York.  
 L. Boardman, Assistant Secretary.....78 Broadway, New York.  
 George E. Skinner, Land Commissioner.....Faribault, Minnesota.

Directors: Russell Sage, James M. McKinlay, W. S. Gurnee, E. H. Perkins, Jr., Julius Wadsworth, H. S. Taylor and J. J. Slocum, all of New York; Alex. Mitchell of Milwaukee, and Selah Chamberlain of Cleveland.

There were issued \$6,000,000 of common stock and \$3,000,000 of bonds.

### MINNESOTA CENTRAL RAILWAY COMPANY.

(Iowa & Minnesota Division from Minneapolis to Austin, etc.)

Selah Chamberlain, President.....Cleveland, Ohio.  
 Russell Sage, Vice-President and Treasurer.....New York.  
 James McKinlay, Secretary.....New York.  
 George E. Skinner, Land Commissioner.....Faribault, Minn.

Directors: Selah Chamberlain, Russell Sage, F. P. James, W. S. Gurnee, Alexander Mitchell, N. A. Cowdrey, E. B. Wesley and D. C. Shephard.

Stock issued, \$900,000.00.

### HASTINGS & DAKOTA RAILWAY COMPANY.

(H. & D. Division, from Hastings to Ortonville.)

Selah Chamberlain, President.....Cleveland, Ohio.  
 Russell Sage, Vice-President and Treasurer.....78 Broadway, New York.  
 James M. McKinlay, Secretary and Transfer Agt.. 68 William street, New York.  
 Geo. E. Skinner, Land Commissioner.....Faribault, Minn.

Annual meeting in June.

Directors: Selah Chamberlain, N. A. Cowdrey, W. S. Gurnee, Alexander Mitchell, L. P. Morton, E. H. Perkins, Jr., Russell Sage, H. S. Taylor, Julius Wadsworth.

Common stock issued, \$98,263.44; preferred stock, \$1,500,000.00; total, \$1,598,263.44. No bonded indebtedness.

## LANDS.

	Minnesota Central.	Hastings & Dakota.	St. Paul & Chicago.
Acres received of grant.....	173,000	313,051	408,482
Acres to inure.....	.....	50,000	62,453
Acres sold and contracted, year ending June 30, 1880.....	2,737	9,687	10,864
Acres sold and contracted, all years to June 30, 1880.....	151,431	20,854	21,097
Acres sold and contracted, July 1 to December 1, 1880.....	993	9,090	18,402
Receipts from lands, year ending June 30, 1880.....	\$ 93,493	\$16,510	\$16,720
Receipts from lands, all years to June 30, 1880.....	831,695	32,050	77,567
Receipts from lands, July 1 to Decem- ber 1, 1880.....	16,308	27,953	18,701

Also the following report for the

## MINNEAPOLIS &amp; DULUTH RAILROAD COMPANY.

(Length, from Minneapolis to White Bear, of the Minneapolis & St. Louis Railway, 12 miles.)

I. Atwater, President.

Wm. D. Hale, Secretary and Treasurer.

Directors: H. T. Welles, W. D. Washburn, J. S. Pillsbury, I. Atwater, W.

D. Hale, all of Minneapolis.

Stock issued, common.....\$ 183,500 00

Seven per cent. first mortgage bonds, on which the M. & St. L.

Ry. Co. pays interest.....280,000 00

Total stock and debt.....\$ 463,500 00

The road is leased to the M. & St. L. Ry. Co. for 999 years.

# INDEX.

COMMISSIONER'S REPORT.....	3
TABULATIONS—	
Termini and Lengths of Railroads.....	7
Miles of Railroad in the State at the Close of each Year.....	9
Earnings and Expenses.....	10
Tonnage Carried in Minnesota.....	11
Train Mileage and Passengers.....	12
Railroad Lands.....	13
Stock and Debt.....	14
Railroad Taxes.....	15
Accidents.....	15
RAILROAD ACCEPTANCES ON FILE IN THE CAPITOL.....	16
RAILROAD COMPANIES ORGANIZED UNDER GENERAL LAWS.....	16
RAILROAD COMPANY REPORTS—	
Winona & St. Peter (including Rochester and Northern Minnesota; Plainview; Chatfield; Winona, Mankato & New Ulm; Minnesota Valley; and Chicago & Dakota).....	19
Chicago, Milwaukee & St. Paul (embracing the Iowa & Minnesota Di- vision, or former Minnesota Central; the River Division, or former St. Paul & Chicago; the Wabasha Division, or Midland Railroad; and the Hastings & Dakota Division).....	25
Southern Minnesota (including Southern Minnesota extension).....	38
Central.....	46
Chicago, Clinton, Dubuque & Minnesota.....	48
Caledonia, Mississippi & Western.....	51
St. Paul & Sioux City (embracing St. Paul & Sioux City, Sioux City & St. Paul, Worthington & Sioux Falls, St. Paul, Stillwater & Tay- lor's Falls, Blue Earth City Branch, Rock River Branch and Min- nesota & Black Hills).....	53
Chicago, St. Paul & Minneapolis (and Chicago, St. Paul, Minneapolis & Omaha).....	60
Northern Pacific (including Western).....	64
Minneapolis & St. Louis.....	71
Burlington, Cedar Rapids & Northern.....	79
St. Paul & Duluth (including Stillwater & St. Paul).....	83
St. Paul, Minneapolis & Manitoba.....	89
Other Corporations (Minnesota Central; Hastings & Dakota; St. Paul & Chicago; and Minneapolis & Duluth).....	95



























